15 SHIPPING TRANSPORT

15.1 RESPONSE TO SUBMISSIONS ON DRAFT EIS

Submissions relating to shipping, as described in the Queensland Curtis LNG (QCLNG) Project's draft environmental impact statement (EIS) *Volume 5, Chapter 15: Shipping Transport* are summarised in *Table 5.15.1* below.

Table 5.15.1 Response to Submissions on draft EIS

Issue Raised	QCLNG Response	Relevant Submission(s)
Environmental impacts of shipping are not considered in *Table 5.15.6* of the draft EIS.	*Table 5.15.6* of the draft EIS summarised impacts as described in *Volume 5, Chapter 15*, which related primarily to how Project shipping will be managed, and associated impacts on existing shipping and boating activities within the Port of Gladstone and the Great Barrier Reef Marine Park. Environmental issues associated with shipping were primarily addressed in *Volume 5, Chapter 8* Marine Ecology of the draft EIS, which discussed the following potential impacts associated with Project shipping activity: • physical injury to marine biota (marine mammals, reptiles, seagrass and other benthic habitat) • seabed damage • re-suspension of sediments in vessel turning area • noise • solid and liquid waste discharges.	25
The EIS should provide clear indication of expected damage to Curtis Island as a result of shipping operations both during construction and operational. Detail on mitigation strategies, operational policy, performance criteria, implementation strategy, monitoring and auditing, reporting and corrective action within the environmental management plan (EMP).	Any potential foreshore damage associated with Project shipping activity will be qualitatively similar to impacts arising from current and ongoing transit of bulk vessels through these waterways, and no mitigation measures specifically addressing potential foreshore damage are required. However, a range of management measures for shipping operations, aimed at reducing potential impacts are provided in *Volume 11* of the draft EIS, including: • Project vessels will have a Ship Board Oil Pollution Emergency Plan (SOPEP) (or equivalent) and carry an oil pollution kit • food scraps and other putrescible wastes from vessels will be disposed of in accordance with *MARPOL 73/78 Annex V (International Convention for the Prevention of Pollution From Ships, [Garbage])*. • a specific Shipping Transport EMP has been developed and included as *Volume 11, Section 2.2.3* of the draft EIS.	25

Issue Raised	QCLNG Response	Relevant Submission(s)
A number of issues were raised requiring further consultation between the Project and Maritime Safety Queensland and/or the Regional Harbourmaster (Gladstone) including: • detail regarding the impacts of background lighting on the effectiveness of lit aids to navigation for both infrastructure and vessels associated with the Project during the construction and operations stages. The Proponent needs to liaise with the Regional Harbourmaster (Gladstone) in relation to lighting to be used, to ensure that maritime safety is not compromised • passing arrangements that will exist between LNG ships and other vessels using the port • buffer zones to be placed around berthed vessels or unoccupied wharves for security and general public safety purposes. Where measures are not strictly for maritime safety purposes, (e.g. safety of vessel movements) the Project also needs to liaise with the Gladstone Ports Corporation.	QGC has met with and will continue to liaise with the Regional Harbourmaster, Maritime Safety Queensland, and Port of Gladstone (as appropriate) to discuss these and other issues. Final details resolving these points are not yet available as discussions are continuing, but all parties consider acceptable outcomes can be achieved. With regard to background lighting impacts specifically, detailed lighting design for the LNG Facility has yet to be finalised. QGC has sought initial input from the Regional Harbourmaster and Maritime Safety Queensland as to required outcomes of the LNG Facility lighting design, and will work to incorporate these into the final LNG Facility lighting design. The liquefaction plant is away from the shoreline and behind a natural ridge, which hides it from a vessel proceeding inward through most of Gladstone harbour. A set of leads (range lights) are planned near North Passage Island, about 2 km away from the loading jetty. All buoys, beacons, and leads will be installed according to MSQ's requirements and should be clearly visible to inbound ships heading to any of the Curtis Island LNG facilities. All large ships will be under the control of a trained local Gladstone pilot. LNG ships will use "Escort Class" tugs throughout the channel transit. Initially, passing between LNG ships and other large ships will not be permitted. Procedures for potential future passing within the Port of Gladstone will be discussed and agreed with, and under the control of, the harbourmaster. The buffer zone around the LNG jetty is still under discussion with GPC, but is likely to encompass an approximately 250 m radius from the loading manifold at all times.	27

15.2 AMENDMENTS TO BASELINE AND UPDATE OF IMPACTS

As discussed in *Volume 2, Chapter 9* of this supplementary EIS, key amendments to the Project reference case as applicable to shipping include the following:

- QGC no longer proposes spiking of LNG with propane prior to export as part of the QCLNG Project. Hence bulk LPG carriers to deliver propane to the LNG Facility site will not be required. This change results in a reduction in shipping traffic to that described in the draft EIS, and a corresponding reduction of the quantitative risk assessment contours applicable to ship loading which were presented in *Volume 5, Chapter 18* of the draft EIS. The amended quantitative risk assessment is presented

in *Volume 5, Chapter 18* of this sEIS.

- While the draft EIS indicated that LNG shipping associated with the Project will solely use the outer route along the Great Barrier Reef Marine Park, cyclone or winter weather conditions may require that for safety reasons vessels take the inner route through the GBRMP, at the discretion of the LNG ship captain. LNG ships will comply with the same routing, reporting, draft, and pilot requirements of similar size ships currently using the inner route.