

## **South of the Embley Project:**

# **Coordinator-General's Change Report No. 3 Infrastructure Facilities, Volume and Disposal of Dredge Spoil**

**September 2015**

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**D15/139191**

## Background

The *South of the Embley Project – Coordinator-General's evaluation report for an environmental impact statement* (Coordinator-General's report) was released in May 2012, pursuant to section 34D(4) of the *State Development and Public Works Organisation Act 1971* (Qld) (the Act).

On 15 September 2015, the proponent applied to the Coordinator-General to assess proposed changes to the South of the Embley Project, under Division 3A, section 35C of the Act. In accordance with section 35H of the Act, the Coordinator-General has evaluated the environmental effects of the proposed changes, and their effects on the project and any other related matters, and prepared this Coordinator-General's change report under section 35I of the Act.

### Project

<b>The project proponent</b>	Rio Tinto Alcan
<b>The project</b>	South of the Embley Project
<b>Proposed changes to the project</b>	<p>Rio Tinto Alcan applied to the Coordinator-General seeking changes to Appendix 3, Part A, Schedule 1, (Humbug/Hornibrook terminals and tug berth), Conditions G2 (limit of dredging approved) and G5 (equipment) and Appendix 3, Part A Schedule 2 (port), Condition G5 (equipment) of the Coordinator-General's report.</p> <p>Proposed changes seek to maximise marine facilities; increase the amount of dredge spoil to be removed from the Embley River by up to 6,570 cubic metres (no change is required to existing approvals relating to aggregate dredging volumes); provide for the use of a backhoe dredge in addition to other types of dredges identified in the EIS; and to clarify the intended and existing dredge spoil disposal site (Albatross Bay spoil ground).</p>
<b>Decision</b>	Changes to the project approved as outlined in Appendix 1
<b>Date of effect</b>	Pursuant to section 35J of the Act, approved changes take effect from the date of the decision.
<b>Decision authorised by</b>	Barry Broe
<b>Position</b>	Coordinator-General
<b>Signature</b>	 <b>Date of decision</b> 18 September 2015

Pursuant to section 35J of the Act, a copy of this report will be given to the proponent, and a copy will be made available at: [www.statedevelopment.qld.gov.au/south-of-the-embley-project-changes](http://www.statedevelopment.qld.gov.au/south-of-the-embley-project-changes)

Pursuant to section 35K of the Act, the Coordinator-General's report on the EIS for the project, and the Coordinator-General's change report, both have effect for the project. However, if the reports conflict, the Coordinator-General's change report prevails to the extent of any perceived inconsistency.

## Appendix 1. Proposed changes to South of the Embley Project

Current condition Coordinator-General's evaluation report	Proposed condition Coordinator-General's change report
<p><b>Appendix 3, Part A, Schedule 1, Condition G2</b> <b>Limit of dredging approved</b></p> <p>The maximum quantity of material to be removed during the capital dredge activities at Humbug barge terminal is 15,600 cubic metres, Hornibrook ferry terminal is 18,700 cubic metres, and tug berths up to 71,300 cubic metres. Operations must meet the following restrictions:</p> <ul style="list-style-type: none"> <li>a) the removal of dredge material is confined to the locations shown on the approved plan attached to the permit</li> <li>b) dredge spoil must not be disposed of into Queensland waters that are within the limits of the State, or are coastal waters of the State unless otherwise authorised.</li> </ul>	<p><b>Appendix 3, Part A, Schedule 1, Condition G2</b> <b>Limit of dredging approved</b> <b>Amend</b></p> <p>The maximum quantity of material to be removed during the capital dredge activities at Humbug barge terminal is 19,480 cubic metres, Hornibrook ferry terminal is 21,390 cubic metres, and tug berths up to 71,300 cubic metres. Where required, a Humbug ferry terminal may be constructed instead of the Hornibrook ferry terminal, in which case the maximum quantity of material to be removed during the capital dredge activities at Humbug ferry terminal is 21,390 cubic metres. Operations must meet the following restrictions:</p> <ul style="list-style-type: none"> <li>a) the removal of dredge material is confined to the locations shown on the approved plan attached to the permit.</li> </ul>
<p><b>Appendix 3, Part A, Schedule 1 (SPA), Condition G5</b> <b>Equipment</b></p> <p>Any dredging must be conducted using equipment that is in survey and registered and, in relation to environmental performance, is equal to or better than the following equipment:</p> <p>...</p>	<p><b>Appendix 3, Part A, Schedule 1 (Humbug, Hornibrook Terminals and tug berth), Condition G5</b> <b>Equipment</b> <b>Insert new part (d)</b></p> <p>Any dredging must be conducted using equipment that is in survey and registered and, in relation to environmental performance, is equal to or better than the following equipment:</p> <p>...</p> <ul style="list-style-type: none"> <li>(d) Backhoe Dredge that is equipped, as a minimum, with: <ul style="list-style-type: none"> <li>(i) Electronic positioning system for defining the location and depth of dredging activities.</li> </ul> </li> </ul>
<p><b>Appendix 3, Part A, Schedule 2 (Port), Condition G5</b> <b>Equipment</b></p> <p>Any dredging must be conducted using equipment that is in survey and registered and, in relation to environmental performance, is equal to or better than the following equipment:</p> <p>...</p>	<p><b>Appendix 3, Part A, Schedule 2 (Port), Condition G5</b> <b>Equipment</b> <b>Insert new part (d)</b></p> <p>Any dredging must be conducted using equipment that is in survey and registered and, in relation to environmental performance, is equal to or better than the following equipment:</p> <p>....</p> <ul style="list-style-type: none"> <li>(d) Backhoe Dredge that is equipped, as a minimum, with: <ul style="list-style-type: none"> <li>(i) Electronic positioning system for defining the location and depth of dredging activities.</li> </ul> </li> </ul>