

An aerial photograph showing a large, flat, arid landscape with sparse green and brown vegetation. A network of dirt roads and tracks crisscrosses the terrain. In the distance, a blue body of water (the ocean) meets a clear blue sky. A small industrial or construction site is visible on the coast. The overall scene is a wide, open coastal plain.

T-PORTS⁺

TRANSHIP + COMMODITIES + GLOBAL

COMMUNITY INFORMATION SHEET

T-PORTS LUCKY BAY CHANNEL EXTENSION PROJECT

Background

Following construction, T-Ports commenced limited operation of grain export from the Lucky Bay Common User Export Facility in 2020.

To further enhance the operation of the facility, T-Ports has sought and received development approval to extend the channel from the harbour, providing greater depth for transshipment vessels. The greater depth will allow each vessel to carry more grain, reducing the number of vessel movements and providing an additional safety margin.

About the Project

The dredging intends to deliver a channel from the Lucky Bay Common User Export Facility approximately 1400 metres into the Spencer Gulf (a 900 metre extension to existing 500 metre long channel). The extended channel will have a navigable depth of approximately 3.8 metres at lowest astronomical tide.

The Lucky Bay Common User Export Facility currently operates based on transshipment where low-draught barges ship material to ocean going vessels moored in designated transshipment points off the coast. Dredging will provide for a significant reduction in the number of transshipment vessel movements to ship grain from the facility, as each vessel movement will carry a much greater amount of grain than is currently possible.

Following technical investigations and negotiations with State Government agencies, T-Ports now proposes land-based dewatering and disposal of dredge spoil, rather than on the beach at Lucky Bay as has been the case with previous maintenance dredging of the inner channel.

Project Benefits

- Improved navigation to allow the safe passage of vessels into and out of Lucky Bay harbour.
- Ongoing efficient operation of the Lucky Bay Common User Export Facility.
- Reduce risk of impact on the marine environment by dewatering dredge spoil and disposing of material on-land.
- Reduced operational impacts adjacent the Lucky Bay shack settlement.

The Lucky Bay Channel Extension Project was granted development approval in October 2022.

T-Ports has lodged a further Development Application to vary the existing development approval to provide for the dewatering of dredge spoil on-land. This variation application is currently under assessment by the State Planning Commission. The dredging also requires a Licence from the Environment Protection Authority (EPA) to proceed.

Community Engagement

T-Ports is committed to engaging with the community stakeholders and the fishing industry to accommodate and minimise impacts as much as possible during this important project. The community and key stakeholders are invited to learn more about the project, by attending one of two community drop-in sessions:

-  **Wednesday 14 June 2023**
-  **Session 1: 10.00am – 12.00noon**
-  **Session 2: 5.30pm – 7.30pm**
-  **Cowell RSL, 7 Third Street, Cowell**

If you have questions about, or would like to discuss the project, T-Ports encourages you to attend a drop-in session. Each session will be attended by representatives from T-Ports, Maritime Construction, J-Diversity (Marine Ecologist, Environmental Monitoring), Coast Protection Board and the EPA.

If you can't attend a drop in session, further information is available by contacting T-Ports on the details provided in the Further Information section below.

Who will be responsible for the dredging works?

T-Ports will be responsible for the dredging project. T-Ports has contracted a specialist dredging company (Maritime Constructions) with vast experience in dredging to undertake the works. T-Ports has worked extensively with the EPA to ensure it meets the stringent environmental standards outlined in the EPA Dredge Management Guidelines, 2020.

Maritime Constructions are authorised to undertake these works subject to conditions of an EPA licence and an approved Dredge Management Plan.

What is the cost of the project?

In excess of \$4 million. The project is wholly funded by T-Ports.

When will the works begin and finish?

Works will be undertaken between July 2023 and October 2023 [the timeline may be impacted by weather and the amount of work required]. This period was chosen as it is a quieter period on the water. During the dredging works the harbour entrance will still be accessible.

How will the dredge be arranged?

A single dredge with a 3-anchor mooring will be positioned facing east out towards the approach channel with pipe running to the designated disposal site, progressively moving towards the outer extremity of the channel. Anchors stabilising the dredge will be placed 50 metres either side along the length of the dredge.

Will I be able to hear the dredging?

To ensure the dredging works are completed during the seasonal window, works will be undertaken 24 hours a day, 7 days a week, providing it is meeting all EPA noise requirements and EPA regulations.

Typically noise from the dredge and associated machinery is low frequency consistent hum from diesel engines associated with either the dredge or booster pump. Louder activities such as anchor handling or tracking machines will be avoided at night.

There will also be additional noise from civil plant, required to manage [spread and compact] the discharge material.

Where will the materials dredged be taken?

Approximately 80,000 m³ of materials is to be dredged as part of this project. Materials dredged from the channel will be screened and drained at two on-land sites adjacent the harbour before being transported for disposal inland at a former quarry site.

Material that is suitable for future beach nourishment will be separately stockpiled for this purpose.

Material that is not suitable for disposal at the former quarry site will be taken to a licensed landfill.



Why were the disposal methods chosen?

The Coast Protection Board, EPA and Department of Environment and Water do not support the continued disposal of dredge spoil onto the beach at Lucky Bay. Operational requirements identified with the dredging methodology, combined with the limited area and topographic profile of the beach would impose significant constraints on dredging, which would result in the dredging taking much longer to complete.

Subsequently, two land-based locations to the west and north-west of the harbour were identified for the dewatering and disposal process. This is to help ensure the longer-term protection of the marine environment.

Will there be an odour from the dredge materials?

Organic material dredged from the channel will be screened, drained and progressively transported to a former quarry site for disposal. Most material will be fresh and not generate persistent odour although the EPA has approved a Dredge Management Plan which identifies that short-term odour may occur.

The dewatering of the material on land will result in dredged material being handled a significantly greater distance from the shacks than previous maintenance dredging campaigns.

What is the impact on the marine environment due to dredging works?

The proposal should result in reduced risk of environmental harm to the areas of the marine park because the dewatering and disposal of dredge spoil is being shifted to a land-based location.

A Seagrass Monitoring Plan has been prepared to manage sea grass impact. The Seagrass Management Plan will be modified as necessary to ensure it meets EPA licence conditions. Monitoring will occur prior to and directly after construction, as well as additional monitoring surveys post-dredging at a time that is representative of potential impacts due to operation of the channel.

The contractor is required to visually monitor the presence of marine mammals around the site and look for any unusual behaviour. Dolphins, turtles and whales are known to proactively enter proximity (<50 metres) of a working dredge and may take advantage of feeding opportunities. If any dolphins, turtles and whales are spotted within dangerous proximity, dredging will cease until they move away from the area.

All marine fauna sightings will be logged by the dredge operator, including behaviour and actions taken, if required.

Is native vegetation at risk due to dredging works?

Native Vegetation Clearance for the seagrass in the extended channel has been granted approval by the Native Vegetation Council. A further application for clearance of vegetation on-land where the dewatering is now proposed to take place is currently under assessment by the Native Vegetation Council.

T-Ports must offset any clearance by payment into the State Government Native Vegetation Fund, which is used to support revegetation programs around South Australia.

What if I can't attend the drop-in sessions?

You can get further information from T-Ports on the contact details below.

Further Information

For more detail on the project, to subscribe for updates or if you have concerns during dredging of the channel contact T-Ports on the details below.

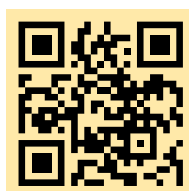


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