



# T-PORTS<sup>+</sup>

TRANSHIP + COMMODITIES + GLOBAL

COMMUNITY INFORMATION UPDATE MARCH 2024

## 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 has approval to undertake 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.
- Reduced 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.

A variation of the Development Application was approved in August 2023 which provided for dewatering and disposal of dredge spoil on land.

Following the issue of a Licence by the Environment Protection Authority (EPA), the 2023 Dredging Campaign was undertaken between August and November 2023. Dredging ceased by 30 November 2023 to allow for recovery of sea grass during the summer period and avoid impacts on the Lucky Bay shack settlement during the summer peak occupancy period.

Whilst dredging has been paused, T-Ports has sought variation of its Development Approval and EPA Licence to allow the 2024 Dredging Campaign to proceed between April and October 2024. Preparations are currently being made for dredging to commence in early-April 2024 (after the Easter long weekend)

## Community Engagement

Prior to the 2023 Dredging Campaign, T-Ports undertook extensive engagement with the community and stakeholders including direct contact with a broad range of stakeholders, community information sessions and the preparation of a report following the engagement campaign which detailed the feedback received.

During the 2023 Dredging Campaign, T-Ports continued to provide multiple channels for stakeholders and the community to provide feedback, and implemented a complaints process consistent with the requirements of the EPA Licence.

Prior dredging resuming in early-April 2024, T-Ports is contacting stakeholders and the community to inform them of the 2024 Dredging Campaign and seek further feedback and input.

T-Ports welcomes feedback on the detailed 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?

The 2024 Dredging Campaign will occur between April 2024 and October 2024. It is forecast that the remainder of the project will be completed during 2024 [subject to weather conditions and other factors]. 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.

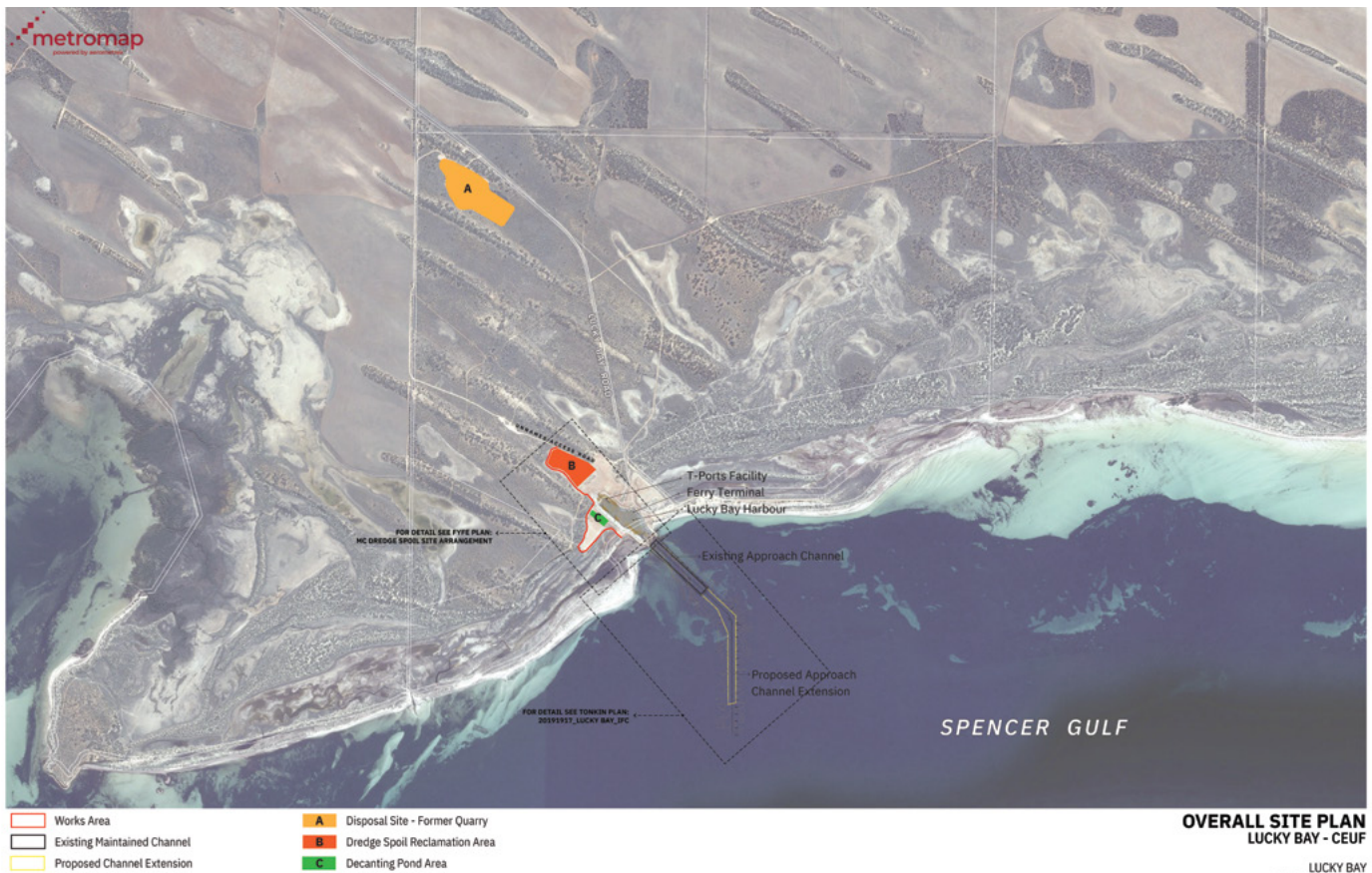
There will also be additional noise from civil plant, required to manage [spread and compact] the discharge material.

## Where will the materials dredged be taken?

Approximately 80,000 m<sup>3</sup> of materials is to be dredged as part of this project. Materials dredged will be dewatered 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?

During assessment of the Development Application in 2022 and 2023 the Coast Protection Board, EPA and Department for Environment and Water did not support the continued disposal of dredge spoil onto the beach at Lucky Bay.

The subsequent approach to land based dewatering as disposal of dredge spoil was developed, approved and successfully implemented during the 2023 Dredging Campaign. The approach avoids the impacts of dewatering and direct disposal on the beach, but retains the ability for beneficial reuse of dredge spoil, including future beach nourishment.

## 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 undertaken at a land-based location.

A Seagrass Monitoring Plan has been prepared to manage seagrass impact. The Seagrass Management Plan has been implemented by surveys prior to, and following the 2023 Dredge Campaign, and a further survey to be undertaken prior to, and following the 2024 Dredge Campaign. Following completion of the project, further surveys will occur for at least five years from the date the project commenced.

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 has been approved 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.

## How can I get further information or provide feedback?

You can get further information from T-Ports or provide feedback 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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**menu 5**



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**tports.com/dredging**