

MEETING	Community Consultative Committee (CCC) - Eden Breakwater Wharf Extension Project		
MEETING NO.	30	DATE	Wednesday, 27 June 2018
LOCATION	The Captain's Table – Eden Fishermen's Club	TIME	6.00pm
ATTENDEES	Debbie Meers, Gail Ward, Rob Bain, Richard Lamacraft, Robin Arthur, Steve Heffernan, Mike Skitt, Dr Denis Lawrence, Glenn Vardy, Natalie Godward, Tahlia Braunack, Isaac Smith, Mike Crandell, Simon Wakefield, Tony Matthews, Rob Davis, Tomas Rooney, Coral Reynolds		
APOLOGIES	Jenny Robb, John Aveyard, Leanne Scott, Graham Stubbs, Kell Dillon, Peter Mazey, Andrew Dooley, Greg Thomson		
PREPARED BY	Coral Reynolds		

1. Acknowledgement to Country, welcome and apologies

Simon thanked attendees for coming to the meeting, noted apologies, acknowledged the traditional custodians and peoples of the Country, both land and sea, and paid his respects to Elders past and present.

Simon noted the apologies, introduced Isaac Smith, and advised attendees of Greg Thomson's change of role on the project.

2. Actions from previous meeting

There were no actions from the previous meeting.

3. Post approval update

Simon provided a post approval update as follows:

- The monthly Environmental Representative Report continues to be submitted to DP&E
 - ER Report was submitted 7 June 2018, which included an Environmental Audit.
 - No non-conformances have been reported.
 - Next ER Report due 7 July 2018.
- No amendments or updates to the CEMP or CEMP Sub-plans have occurred.

4. Operational conditions review

Simon discussed the following with attendees:

- A review of Infrastructure Approval Conditions relating to the operation of cruise ships in the Port of Eden and initial consultation with DP&E is ongoing.
- An air quality and noise assessment has been completed that reviewed assumptions and remodelled air quality and assessed potential noise amenity issues relating to the problematic conditions.
- The CCC has been requested to review these conditions and provide comment or any suggested changes.
- In accordance with the recommendations of the additional assessments and consultation with the CCC, a modification to the Infrastructure Approval may be submitted to DP&E to amend the conditions. This would take place in approximately two weeks' time and the CCC were invited to put forward any submissions if they hadn't done so already.
- If submitted, public exhibition of the amendments will be required.

Interim noise modelling

Simon discussed the interim noise assessment that had been undertaken to predict noise levels from public announcements and music while ships are at berth and in transit. Three scenarios were assessed: Scenario 1 ships in transit, Scenario 2a quiet ships at berth, and Scenario 2b noisier ships at berth.

It was identified that a ship's mechanical equipment such as engines, ventilation plant and exhaust systems are expected to be the dominant noise source (refer Table 1).

It is expected that public announcements would be between 5-8 dB below ship mechanical noise sources. It was identified that announcements will not contribute to any additional noise levels in the noise catchment areas.

Noise impacts from public announcements and music are expected to be less noticeable when a cruise ship is in transit, as noise emissions from mechanical noise sources are expected to be louder than when at berth.

Table 1: Predicted noise levels and public announcement contribution

	Predicted Noise levels dB(A) LAeq 15minute			
	Scenario 1	Scenario 2a	Scenario 2b	Announcements noise contribution
NCA1	49	40	51	17
NCA2	49	41	52	20

Notes: Results presented for the highest impacted receiver in each NCA

Interim air quality modelling

Simon discussed the interim air quality modelling that had been undertaken to review potential impacts concerning the sulfur content in fuels used by cruise ships.

Modelling was undertaken for the following scenarios:

- Typical Operations: 20 ships per annum, this is assumed to reflect a conservative intensity of operations up to 1 January 2020 when the MARPOL Convention sulfur in fuels limit of 0.5%wt is introduced,
- Expanded Operations: 60 ships per annum as reflective of future full scale operation.

Natalie noted that there is expected to be up to nine cruise ships from project finish to the time of MARPOL convention, however, there may be additional cruise ships coming into Eden during this time.

The predicted maximum 1-hour average SO₂ concentrations at the most affected Sensitive Receivers are presented in Table 2 (Typical Operations) and Table 3 (Expanded Operations).

Table 2: Predicted maximum SO₂ concentrations (µg/m³) – incremental and (cumulative) – Typical Operations

Averaging period	Assessment Criterion	Background concentration	Maximum concentration at most affected sensitive receptor		
			Residual oil	Marine distillate	Low sulfur fuel
10-min	712	149	340 (489)	59 (208)	11 (160)
1-hour	570	104	237 (341)	42 (146)	8 (112)
24-hour	228	24	86 (110)	15 (39)	3 (27)
Annual	60	3	0.24 (3)	0.04 (3)	0.01 (3)

Note: Residual oil = 2.7wt% sulfur fuel.
 Marine distillate = 0.5wt% sulfur fuel.
 Low sulfur fuel = 0.1wt% sulfur fuel.

Table 3: Predicted maximum SO₂ concentrations (µg/m³) – incremental and (cumulative) – Expanded Operations

Averaging period	Assessment Criterion	Background concentration	Maximum concentration at most affected sensitive receptor		
			Residual oil	Marine distillate	Low sulfur fuel
10-min	712	149	707 (856)	124 (273)	23 (172)
1-hour	570	104	494 (598)	86 (190)	16 (120)
24-hour	228	24	94 (118)	16 (40)	3 (27)
Annual	60	3	0.65 (4)	0.11 (3)	0.02 (3)

Note: Residual oil = 2.7wt% sulfur fuel. Greyed out because the results are not relevant for Expanded Operations due to the MARPOL Convention limit from 1 January 2020.
 Marine distillate = 0.5wt% sulfur fuel.
 Low sulfur fuel = 0.1wt% sulfur fuel.

For cruise ships using residual oil (2.7wt% sulfur), marine distillate (0.5wt% sulfur) and low sulfur (0.1wt% sulfur) fuels there is not predicted to be any exceedances of the SO₂ criteria under Typical Operations (i.e. 20 ships per annum, refer Table 2).

For cruise ships using marine distillate (0.5wt% sulfur) and low sulfur (0.1wt% sulfur) fuels there is not predicted to be any exceedances of the SO₂ criteria under Typical and Expanded Operations (i.e. 60 ships per annum, refer Table 3)

The timeframes where residual oil (2.7wt% sulfur) is proposed to be used by cruise ships (up to 1 January 2020) would relate to typical operations (refer Table 2) and for timeframes after 1 January 2020, it is proposed that cruise ships use marine distillate (0.5wt% sulfur) in alignment with the MARPOL Convention limit of 0.5wt% sulfur content.

It was shown from the modelling that fuels with 2.7wt sulfur content (or better) up to 1 January 2020 then 0.5% sulfur levels (or better) from 1 January 2020 would not result in any exceedances of air quality criteria.

It was noted that there is a high level of conservatism built into the modelling.

5. Marine structures update – June 2018

Rob provided an update of Stage 2 marine structures as follows:

- Offsite works related to the fabrication of the dolphin topside is ongoing.
- Pile installation is continuing with 36 wharf piles and six onshore bollards completed to date – next three bollards started today.
- 131 of 252 deck planks and the first headstock have been poured.
- A temporary platform has been erected on the wharf and is for the rig to pile the onshore bollard piles. There are two set up at present.
- The jackup barge is scheduled to arrive in late July which will undertake the piling for the dolphins.
- The forecast contract completion date remains as February 2019.

Rob advised that a navigation aid will be installed in approximately three to four weeks' time and will be located on the foreshore revetment near the cafés. It was noted there will be an exclusion zone in place.

Gail asked if the works will be noisy and noted that some of the cafés may be closed in August. Rob advised the works aren't expected to be too noisy and that there will only be one pile to be installed which will take up to one day to pile. Coral advised she will doorknock in the next week to advise café owners and other key stakeholders of the works.

6. Environmental monitoring update – June 2018

Simon provided an update of environmental monitoring as follows:

The monitoring currently be undertaken is observation-based for water quality and marine mammals and field measurements for noise.

- Water quality:
 - No complaints or adverse water quality observations were received regarding water quality levels in Snug Cove.
- Noise levels:
 - No noise complaints were received.
- Marine mammals: No incidents involving marine mammals. Some whales have been seen but have stayed out of the exclusion zone.
- Noise and Vibration Monitoring:
 - Monitoring was ongoing throughout the month of June. No issues were recorded with either noise or vibration levels.
 - Noise monitoring will remain in place for the duration of the project.
 - Noise levels are checked by the site team daily to ensure compliance with approvals.

7. Community complaints – June 2018

Attendees were advised that no community complaints or issues were received during the month.

8. Community feedback

Simon asked the CCC if they had any feedback to provide the project team.

Denis asked about the piles that had been installed being of different heights. Rob advised these piles will be trimmed to the one height.

Denis noted that the piles installed looked rusted, and asked how the integrity of the piles will be managed. Rob advised that the piles will have a shield applied to the exterior surface and that there will be a concrete plug on top.

Denis asked how many piles were left to be installed. Glenn advised the total number of piles is 127 with 75 piles to go with the piling approximately one third completed. Rob advised the piling is expected to be completed in September 2018, weather permitting.

Gail asked who was undertaking the concreting works and how Mundabaa Constructions was involved. Rob advised that South East Civil and Cranes were doing the concreting works and that Mundabaa had been supplying labour and equipment.

The meeting closed at 6.21 pm.