

Technical Advisory Consultative Committee Meeting – Port of Bundaberg

Wednesday 2 June 2021

Attendees: Department of Transport and Main Roads (TMR)
 Department of Agriculture and Fisheries (DAF)
 Department of Agriculture Water and Environment (AWE)
 Maritime Safety Queensland (MSQ)
 Burnett Local Marine Advisory Committee (LMAC)
 Burnett Mary Regional Group (BMRG)
 James Cook University (JCU)
 Department of Environment and Science - Threatened Species Unit (DES TSU)
 Central Queensland University (CQU)

Apologies: Bundaberg Region Tourism (BRT)
 Bundaberg Chamber of Commerce (BCC)
 Department of Environment and Science (DES)

Location: Skype

Item	Description	Action Required By
Meeting Open	Meeting opened at 12.30pm by Chairperson <ul style="list-style-type: none"> • Welcome to country • Attendees and Apologies (listed) • Conflicts of Interest (none) • Agenda overview 	Nil
Actions from previous meeting	NIL	
TOR Update	A recap was provided of the Terms of Reference (TOR), which is available on the GPC website, at www.gpcl.com.au/tacc .	Nil
TACC Role	Technical Advisory Consultative Committee (TACC) is a maintenance dredging consultative group, comprising recognised stakeholder organisations, not individuals. The TACC role and responsibilities can be found at www.gpcl.com.au/tacc	Nil
LMDMP status update	The Long Term Management and Monitoring Plan (LTMMMP) and Sea Dumping Approval (SDA) expire in 2022 and the TACC will be a key stakeholder in the transition to the Long Term Maintenance Dredging Management Plan (LMDMP). The LMDMP will be composed from all available information for best management of the activity; consultation will occur with all TACC stakeholders before	Nil

	<p>the end of 2021; the LMDMP will be finalised and internally approved; the LMDMP will be sent to AWE for review, recommendation and endorsement as an applicable document to the SDA.</p> <p>An overview of the functions of the LMDMP and its alignment with other ports and Guidelines, as well as a tool for continuous improvement, was provided via a flow chart.</p>	
Operational Update	<p>GPC's annual maintenance dredging at the Port of Bundaberg was conducted successfully over a period of 9 days from 25 March to 3 April 2021. All loads were to spoil ground, totalling 88,522m³ (dry).</p> <p>Performance overview - nil incidents, nil complaints and no non-conformances with approvals.</p> <p>The next maintenance dredging campaign is expected in the period March to May 2022 using the dredge <i>TSHD Brisbane</i>.</p> <p>In addition dredging under the main wharf using a small cutter suction dredge (CSD) is being planned. Silt has accumulated due to the large number of piles under the wharf. Disposal will be via land to the Materials Relocation Area (MRA).</p> <p>Question: AWE asked why disposal to land was planned instead of sea dumping.</p> <p>Response: GPC advised it was not possible to get TSHD dredging equipment to operate under the wharf, and work through the many piles, so a small CSD was needed to remove the material, with pumping to shore as a more practical alternative.</p>	Nil
Environmental Update	<p>Maintenance Dredging Water Quality Monitoring:</p> <p>GPC undertook its yearly compliance water quality monitoring around dredging.</p> <p>No elevated turbidity levels were found either pre, during, or post-dredging. This year there was a lack of major rain events, but large tides and strong winds were present throughout the monitoring period.</p> <p>Ambient Groundwater Monitoring:</p> <p>GPC conducts bi-monthly sampling of five monitoring bores which surround the MRA. No impacts on groundwater and associated environment were found.</p> <p>GPC explained that the interaction between salt water intrusion due to tidal activity, and fresh water from the normal ground water aquifer, including rainfall influence, was very complex.</p>	Nil

Environmental Update	<p>Spoil Ground Surveys</p> <p>GPC conducts Infauna, seagrass and particle size distribution (PSD) spoil ground surveys every 5 years, as part of the LTMMMP commitment. The last survey was done in 2015 and the most recent in October 2020. GPC conducts these surveys during the months of September to November which is the peak time for seagrass, which is highly seasonal.</p> <p>JCU investigated potential impacts of dumping activities and presented its findings. Large meadows of seagrass were found in deep water. Overall there was no evidence of change in benthic communities either inside the spoilground or outside, and no change to PSD.</p> <p>Question: DAF noted the survey was undertaken in November and asked when the last spoil was placed.</p> <p>Response: GPC advised April-May 2020.</p>	Nil
Environmental Update	<p>Sustainable Sediment Management Project Update</p> <p>Various options for placement of sediments, versus existing methodology dredging with a TSHD and dumping offshore, had been considered.</p> <p>Three options to reduce dredging by sediment traps, relocation in deep, flood-scoured sections of the channel, and offshore relocation were deemed sustainable.</p> <p>Beneficial reuse options such as shoreline protection; onshore beach nourishment/creation, and offshore beach nourishment/spit restoration were presented.</p> <p>Discussions had been held with the Bundaberg Regional Council which requires sand replenishment materials for Woodgate Beach and Nielson Park Beach at Bargara. Mon Repos beach may also need sand, but this beach is out of Council's jurisdiction. Woodgate Beach has direct access by truck and dog. Nielson Park Beach could possibly be reached by an offshore dredge. Mon Repos has very limited access for vehicles. The rainbow method of placing spoil, which is used at the Gold Coast, may be an option.</p> <p>A Feasibility Study will be the next stage of the project.</p> <p>Question: DES TSU would be interested in increasing the depth of sand on Oaks beach at Burnett Heads. The quantity would not be a big volume but would depend on grain size.</p> <p>Answer: GPC would like to discuss this further. GPC noted that nourishment would be preferable from the water-side rather than by truck and dog.</p>	Further discussion between GPC and DES TSU.
Capital Dredging	Berth Insurance Trench	Nil

	<p>GPC will be seeking approval for an insurance trench for the main berth pocket, which is approximately 50,000m³. The purpose of the insurance trench is to minimise the requirement for emergency maintenance dredging during turtle nesting season and minimise the impacts on port customers caused by siltation events in the Burnett River.</p> <p>In recent years, we have been receiving vessels with deep draft of around -10.5m LAT on arrival for unloading bulk gypsum, so maintaining maximum depth of -11m LAT in the berth pocket at all times is important. These ships need to sit in the berth pocket at low and high tides while loaded and in deep draught. The insurance trench will be developed to -12.5m LAT to enable the berth pocket to be maintained at -11m LAT wherever possible.</p> <p>Capital dredging will be undertaken over one or two years to minimise the impacts on the environment. The SAP reports indicate the material is suitable for sea disposal as per the National Assessment Guidelines for Dredging (NAGD).</p> <p>The amount removed will be included in the annual total of 90,000m³ permitted under the SDA.</p> <p>Question: AWE asked when the application would be submitted.</p> <p>Response: The application will be submitted to AWE before the end of the year.</p>	
General Questions	No General Questions raised	Nil
Meeting closed	Meeting closed at 1:30pm by Chairperson	

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