

Clinton Vessel Interaction Project (CVIP)

PROJECT OVERVIEW

The Clinton Vessel Interaction Project (CVIP) aims to provide a permanent solution to the close passing of vessels in the Clinton Channel.

To address the current situation, the Regional Harbour Master has implemented an administrative (manual) control system and GPC has actioned a series of temporary mitigation activities to reduce the potential impact and potential damage on RG Tanna Coal Terminal (RGTCT) infrastructure.

These are not sustainable mitigation measures. Following an Options Analysis, it was determined the Clinton Channel Widening option was the recommended solution.

Why is this project necessary?

This project is about safety – if the Clinton Channel is not widened, the safety of port users will be compromised. Larger Cape-size vessel traffic now pass the RGTCT wharf facility on the Clinton Channel as a result of the development of port facilities at WICT. Currently, these larger vessels must pass within approximately 80m of vessels berthed at our RGTCT wharf. This means displaced water from the passing vessel results in significant forces on the vessels at berth, which could cause the mooring lines to break. Widening the Clinton Channel by approximately 100m will give passing vessels more distance and reduce the vessel interaction issue.

When will the project start?

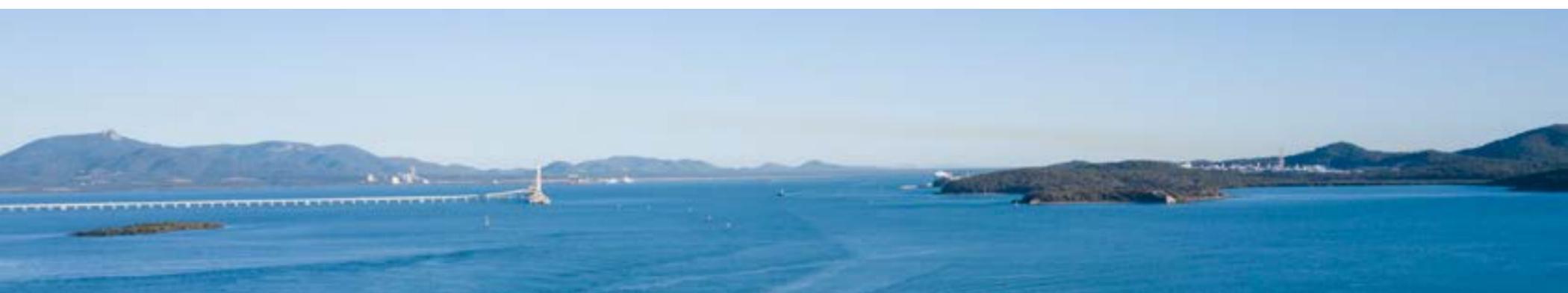
Early works for the CVIP have already commenced.

What does this project involve?

The project involves widening the Clinton Channel by approximately 100m to allow a greater distance between passing vessels and mitigate the vessel interaction issue. This means removing 800,000m³ of material which will be placed into the existing Western Basin reclamation area. This is consistent with the **Sustainable Ports Development Act 2015** and its commitment to the protection of the Great Barrier Reef Marine Park under the Reef 2050 program.

How much material will be moved and where will it go?

The project involves removing 800,000m³ of material which will be placed into an existing reclamation area. This is consistent with the **Sustainable Ports Development Act 2015** and its commitment to the protection of the Great Barrier Reef Marine Park and World Heritage Area under the Reef 2050 program. Material will be beneficially used as fill in the existing onshore Western Basin Reclamation Area. The Western Basin Reclamation Area can accommodate the estimated material quantities.





Have all the necessary approvals to deliver this project been received?

Economic, environmental and social sustainability underpin everything we do. This project is a controlled action and has received Federal Government approval under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) following a detailed assessment. This approval was received in July 2019 with State Government approval received in March 2019.

What monitoring are you doing to ensure you do not disturb the marine environment?

Significant environmental monitoring has been undertaken and will continue to take place, focusing on topics such as sediment control, marine ecology fauna impacts, etc. Our environmental monitoring will include (but is not limited to):

- Fine sediment calculations and field measurements to validate calculations
- Benthic Photosynthetic Active Radiation (light) monitoring (this will be available on the GPC website)
- Water quality monitoring (this will be available on the GPC website).

Where can I get information on the environmental monitoring results?

Our environmental monitoring results will be available on our website www.gpcl.com.au.

Where can I find out more information about the project?

We welcome and encourage your continued interest in the project and will maintain a variety of communication channels to facilitate this:

- Website: www.gpcl.com.au
- Phone: 1800 243 472
- Email: geninfo@gpcl.com.au