

Technical Advisory Consultative Committee Meeting – Port of Bundaberg

Tuesday 30 May 2023

Attendees: Maritime Safety Queensland (MSQ)
 Department of Climate Change, Energy, the Environment and Water (DCCEEW)
 Department of Transport & Main Roads (TMR)
 Department of Environment and Science - Aquatic Threatened Species Unit (ATSU)
 Department of Environment and Science - Assessments (DES)
 Central Queensland University (CQU)
 James Cook University (JCU)

Apologies: Bundaberg Region Tourism (BRT)
 Department of Agriculture and Fisheries (DAF)
 Australian Hydrographic Service (AHS)
 Australian Maritime Safety Authority (AMSA)
 Great Barrier Reef Marine Park Authority (GBRMPA)
 Department of Agriculture and Fisheries (DAF)

Location: Teams Meeting

Item	Description	Action Required By
Meeting Open	<p>Meeting opened at 09:00am by Chairperson</p> <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	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	<p>Technical Advisory Consultative Committee (TACC) is a maintenance dredging consultative group, comprising recognised stakeholder organisations, not individuals.</p> <p>The TACC role and responsibilities can be found at www.gpcl.com.au/tacc</p>	Nil
LMDMP status update	<p>Transitioning to a Long Term Maintenance Dredging Monitoring Plan (LMDMP). The associated Sea Dumping Permit (SDP) was extended for 1 year to 2023 to facilitate the application of a new SDP and LMDMP.</p> <p>TACC have been a key stakeholder in the review of the LMDMP. The LMDMP framework is a robust framework for managing maintenance dredging in Queensland and ensures application of best practice and continuous improvement principles. The LMDMP once implemented</p>	Nil

	<p>is reviewed at least every five (5) years and TACC will be involved in this process.</p> <p>LMDMP has been lodged with DCCEEW to review, make recommendations (as required) and endorse as an applicable document to the new Sea Dumping Permit (SDP). The draft SDP has recently been received by GPC.</p>	
Operational Update	<p>Maintenance dredging was conducted over two (2) campaigns:-</p> <p>5-6 September 2022 with 7,387m³ removed</p> <p>21-30 April 2023 with 54,144m³ removed</p> <p>Material was placed at the Off-Shore Material Relocation Area (MRA) – most was taken from the departure channel and inner reach where some annual intrusion of silt comes into the southern batter.</p> <p>DES conducted proactive inspection on 26/04/2023.</p> <p>Next campaign is scheduled March-May 2024 with up to 6-10 days up to 90,000m³ of material to be relocated.</p> <p>Exploring the option of relocating accumulated - potentially sandy - material ashore.</p>	Nil
Environmental Update	<p>Maintenance Dredging Water Quality Monitoring: Successful monitoring campaigns with no dredge related impact detected. Turbidity (exponentially weighting moving average – EWMA) exhibited low levels with no elevations to 80th or 95th percentile triggers in the campaigns.</p> <p>Evaluation of April 2023 campaign was provided, explaining consistently high winds during the period and the rain during the activity had no effect on the water quality.</p> <p>Groundwater Monitoring (land disposal requirement), is to undertake monitoring every 2 months on the five (5) selected groundwater bores around the MRA. No dredging occurred over the past 12 months so this adds to the baseline data set which is reported to DES annually.</p> <p>Question: DES asked – is there any water placed in the ponds or is it kept dry at certain times? Response: GPC confirmed we keep in dry state when not operational, as per our Management Plan to mitigate any algae blooms and associated odour issues. Compliant water is released from rainfall events but no water has been placed in the ponds over the past 12 months. Response: DES confirmed that they received no nuisance air complaints over the past 12 months. Response: GPC added that to accommodate for the shorebird that liked our wet MRA, we have a provided a 5 year funding agreement for shorebird habitat</p>	Nil

	<p>enhancement (including installation of artificial shorebird roosts) on the other side of the river and this is in the approvals process.</p> <p>Question: GPC asked - if there was any feedback from the proactive DES inspection on 26/04/2023.</p> <p>Response: DES representative advised that while there was no representation today from the Compliance Team, that feedback was very positive.</p>	
Environmental Update	<p>Sustainable Sediment Management Project Update</p> <p>Options analysis complete and feasibility studies on the shortlist options has been completed.</p> <ol style="list-style-type: none"> 1. Beach nourishment On-Shore (successful feasibility study) – placing sand on beaches using trucks. This could be in partnership with council. 2. Beach nourishment Off-Shore (successful feasibility study) – placing material off shore from where material would naturally come onto the beaches (e.g. Mon Repos and Nielson Park Beach). 3. In-Channel placement (successful feasibility study) – where material is placed in a scoured / eroded areas to assist in prompt reopening the Port to trade and ensure stability of training wall. <p>The next step is to seek approvals on the successful feasibility studies to be able to trial these options and see if they support the feasibility studies.</p> <ol style="list-style-type: none"> 1. The first is likely to be applying to formalise the In-Channel placement locations and trial their effectiveness. 2. Then Off-Shore (as required) to trail effectiveness of moving material ashore via tide, wind and wave movement. 3. On-Shore beach nourishment has been undertaken previously when small project on Oaks Beach was requested by the council and local groups advocating for turtle habitat. This was successful and could be undertaken again at various beaches when required, pending suitable sand being available. . 	Nil
Capital Dredging	<p>Berth Insurance Trench</p> <p>Capital dredging completed in September 2022.</p> <p>The trench will assist with maintaining depth at the Sugar Berth. Providing the ability to move material with a small sweep bar from the berth pocket into the deeper trench to maintain the shipping depth. The ability for us to move material into this deeper trench, at 12.5m nominally to maintain a depth of 11m in our berth pocket and minimises the need for Emergency / Contingency Maintenance Dredging between Maintenance Dredging campaigns. This won't be absolute especially in a major</p>	Nil

	flood event where large quantities of material is deposited.	
General Questions	Nil GPC committed to circulating the meeting presentation with the draft meeting minutes. Meeting closed at 9:36am by Chairperson	Nil

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