

Technical Advisory Consultative Committee Meeting – Port of Bundaberg

Thursday 20 June 2024

Attendees: Maritime Safety Queensland (MSQ)
 Department of Climate Change, Energy, the Environment and Water (DCCEEW)
 Department of Transport & Main Roads (TMR)
 Department of Environment, Science and Innovation (DESI)
 DESI Aquatic Threatened Species Unit (ATSU)
 Port Curtis Coral Coast Trust Limited (PCCC)
 Burnett Mary Regional Group (BMRG)
 Bundaberg Chamber of Commerce (BCC)
 James Cook University (JCU)
 Queensland Ports Association (QPA)
 Department of Agriculture and Fisheries (DAF)
 Department of State Development & Infrastructure (DSDI)

Apologies: Nil

Location: Teams Meeting

Item	Description	Action Required By
Meeting Open	<p>Meeting opened at 10:30am 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>Increase in membership to include Sea Turtle Alliance, QPA, DNRME and DSDMP (Planning).</p> <p>The TACC role and responsibilities can be found at www.gpcl.com.au/tacc</p>	Nil
LMDMP status update	<p>Long Term Maintenance Dredging Management Plan (LMDMP) aligns with the Maintenance Dredging Strategy and Long-Term Maintenance Dredging Management Plan Guidelines.</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</p>	Nil

	<p>ensures application of best practice and continuous improvement principles. The LMDMP once implemented is reviewed at least every five (5) years and TACC will be involved in this process.</p> <p>10 year Sea Dumping Permit was granted on 6 September 2023 and the LMDMP was also endorsed as part of the Sea Dumping Approval.</p>	
Operational Update	<p>Maintenance dredging was conducted 20-30th April 2024 (10 days) with 99,981m³ removed and placed at the Offshore Material Relocation Area (MRA).</p> <p>One (1) incident - strike of unknown object and reported out of the abundance of caution.</p> <p>No non-conformances reported.</p> <p>One (1) enquiry in relation to communication of dredging.</p> <p>Response: this was guided to the GPC website where they can register their interest to join the TACC - www.gpcl.com.au/tacc</p> <p>Next schedule dredging will be March – May 2025 using offshore MRA over a 10-day period and +90,000m³ maintenance dredging. As a separate project GPC is looking into conducting a pump ashore operation from the swing basin of accumulated sand for beneficial re-use.</p>	Nil
Environmental Update	<p>Maintenance Dredging Water Quality Monitoring: No turbidity exceedances and therefore no impact related to the activity identified.</p> <p>Groundwater Monitoring: Associated with dredging with land disposal where during non-dredging periods groundwater is monitored to collect a baseline data suite. Monitoring is conducted on five (5) bores in close proximity to the Onshore MRA. No dredge to land occurred during the past year, therefore a continuation of the baseline data set.</p> <p>Question: ATSU – where are the samples taken from - over or below the basalt level?</p> <p>Response: Above the basalt layer, where we are evaluating environmental impact of saline waters when dredging ashore at near surface water lenses.</p>	Nil
Environmental Update	<p>Sustainable Sediment Management Project Update Options analysis conduction on different ways to undertake maintenance dredging complete.</p> <p>Feasibility studies on the shortlist options has been completed.</p> <ol style="list-style-type: none"> 1. Beach nourishment On-Shore – placing sand on beaches using trucks. This could be in partnership with council. 2. Beach nourishment Off-Shore – placing material off shore from where material would naturally come 	Nil

	<p>onto the beaches (e.g. Mon Repos and Nielson Park Beach).</p> <p>3. In-Channel placement –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> <p>The next step is to seek approvals to be able to trial these options and validate modelling.</p>	
<p>General Questions</p>	<p>Question: PCCC asked about the LMDMP links to Cultural Heritage sites and if GPC knows where sites are located within it operating footprint?</p> <p>Response: Cultural Heritage Sites are mapped from the government database.</p> <p>There is a cultural heritage site adjacent to the Onshore MRA with a Cultural Heritage Management Plan in place to protect. There is another site in the Burnett Heads Boat Harbour – a fish trap, which is outside any dredging activities.</p> <p>GPCL Planning considers cultural heritage sites when assessing development applications to ensure protection of these sites.</p> <p>Question: PCCC requested sharing of the Cultural Heritage Management Plan, as they don't have this in their records?</p> <p>Response: GPCL will undertake necessary steps to share the Cultural Heritage Management Plan</p> <p>Comment: PCCC have undertaken independent surveys and have identified other cultural heritage sites which are currently under review and once validated can be formalised and considered in any activities / development.</p> <p>GPC committed to circulating the meeting presentation with the draft meeting minutes.</p> <p>Meeting closed at 11:02am by Chairperson</p>	<p>Undertake steps to share the Cultural Heritage Management Plan</p>

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