

Gas Import Jetty and Pipeline Project



Community Engagement Report

February - March 2019





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Background

1.1 Project overview

AGL and APA are proposing the Gas Import Jetty and Pipeline Project (the Project) to import Liquefied Natural Gas (LNG) at Crib Point, Victoria and deliver it to the Victorian Transmission System (VTS), east of Pakenham, via a new gas pipeline. The Project comprises of two elements: a Gas Import Jetty and the Pipeline. The Project will provide a new source of gas for households, businesses and industry across south-eastern Australia.

On 8 October 2018, the Victorian Minister for Planning announced that an Environment Effects Statement (EES) is required for the AGL Gas Import Jetty and APA Crib Point to Pakenham Pipeline Project, under the *Environment Effects Act 1978*.

1.2 Consultation overview

Consultation with key stakeholders, including community groups and regulatory authorities, people living, working, recreating and visiting near the Project site, has been ongoing since July 2017. AGL and APA have prepared a joint communication and consultation plan for the EES, outlining the opportunities and approaches for community engagement.

You can find the EES Consultation Plan on the DELWP website:

<https://www.planning.vic.gov.au/environment-assessment/browse-projects/projects/crib-point>

1.3 Consultation findings

This report analyses community feedback between February 2019 and March 2019, gathered from:

- Five community drop-in sessions, attended by a total of 133 people
- Session surveys, completed by 69 people
- Online discussion forum, involving 34 people
- Email, phone, and in-person contact

The most common themes discussed were:

- Marine impacts
- Land use impacts
- Safety
- Project rationale
- Consultation
- Noise and vibration
- Community
- Regulatory approvals
- Construction
- Visual impacts

The information in this report is based on the data collected from community members who chose to be involved in engagement activities for the Gas Import Jetty and Pipeline Project EES. This report is intended to provide a high-level analysis of the main themes and issues.

Where relevant, consistent themes and concerns which fall within the scope of our investigations will be addressed in the EES documentation. However, this report will not include all feedback received, nor the raw data collected, during consultation. In some instances, we have used quotes from written feedback to demonstrate sentiment, but kept personal details confidential.

Community engagement overview

2.1 Engagement objectives

Our consultation objectives were to provide:

- Details of the Project
- Detail of our technical studies for the EES
- An opportunity to comment

Engagement activities focused on these questions:

- What do you think of our technical studies so far?
- What else is important to you that we should investigate?
- What should we know about your local area?

2.2 Feedback tools

The community and interested stakeholders could give feedback by:

- Attending one of five information sessions:

Location	When	Venue
Cowes	23 February 2019	Cowes Cultural Centre
Crib Point	26 February 2019	Crib Point Community House
Officer	27 February 2019	Officer Public Hall
Pearcedale	28 February 2019	Pearcedale Community Centre
Hastings	2 March 2019	Hastings Community Hub

- Hardcopy feedback cards at the information sessions (see at Attachment A)
- Completing an online and hardcopy survey
- Participating in an online discussion forum
- Contacting us via telephone, email and mail

Opportunities to Engage with the Project

3.1 Publicising engagement opportunities

A half-page advertisement (see example, Attachment B) in six local, weekly newspapers, around the Project area, for three consecutive weeks prior to the sessions.

Title	Readership
Phillip Island and San Remo Advertiser	9,000
Mornington News	28,000
Southern Peninsula News	21,000
Mornington Peninsula Leader	56,000
Western Port News	17,000
Pakenham Gazette	30,000
Combined readership	161,000

- An advertisement in one edition of state-wide newspapers, *The Age* and *The Herald Sun*, with a combined readership of 1.1 million¹
- An **email to 283** project update subscribers, (AGL and APA subscribers)
- Posted the event details on the AGL and APA websites, and on the Project EES webpage
- **Emailed community groups and key stakeholders**, such as Save Westernport, Neale Burgess MP (Hastings), Greg Hunt MP's Office (Flinders), Chris Brayne MP (Nepean) and Jordan Crugnale MP (Bass)
- Provided business cards at drop-in sessions, encouraging attendee involvement online (see Attachment C)



Collecting feedback at community information sessions.

1. Roy Morgan Research, 2019, <http://www.roymorgan.com/industries/media/readership/newspaper-readership>

3.2 Level of involvement

- **133** people came to our community drop-in sessions
 - Cowes - 27
 - Crib Point - 24
 - Officer - 12
 - Pearcedale - 14
 - Hastings - 56
- **701** unique visitors to the APA and AGL websites
- **34** people started discussions on the online discussion forum
- **48** people signed up for Project email updates
- **42** people called our community hotlines (AGL and APA combined)

3.3 Feedback totals

Feedback by response type:

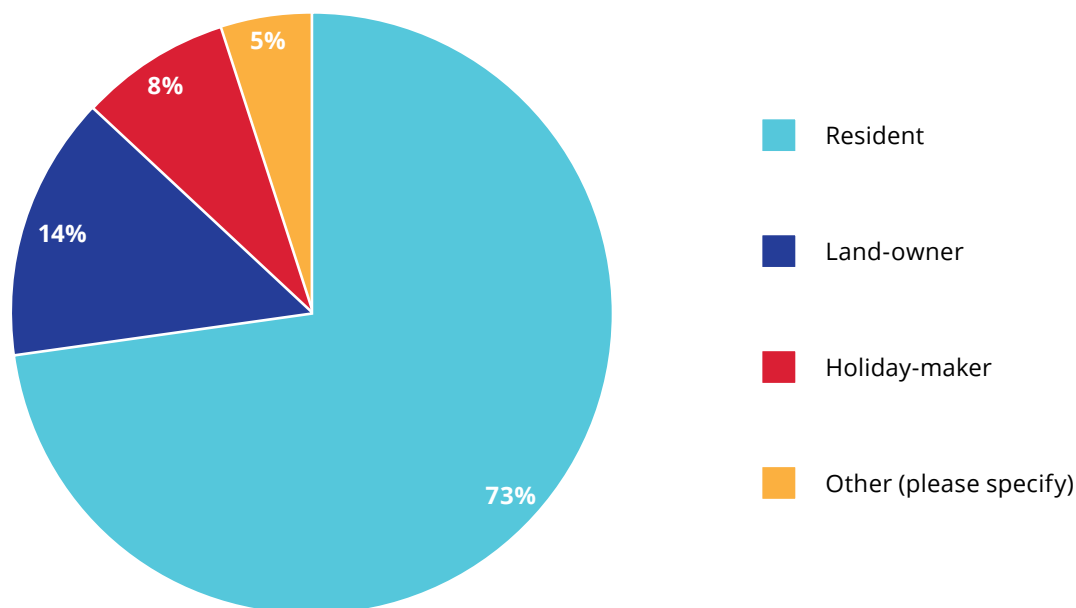
Response type	Responses
Survey (online and hardcopy)	69 respondents
Online discussion forum	34 people posted 86 comments
Speaking with Project staff at drop-in sessions	164 conversations
Feedback cards at drop-in sessions	30 cards completed
Email or letter	23 people

3.4 Respondents

We heard from community members living around Western Port, and the broader Mornington Peninsula.

The voluntary survey included questions to help us better understand from whom we were hearing. In total, 69 participants completed a survey. Below, a snapshot of the demographic profile.

How you describe yourself? - Figure 1:



Age of respondents

Under 26	0%
26-35	6%
36-45	12%
46-55	23%
56+	50%
Did not specify	9%

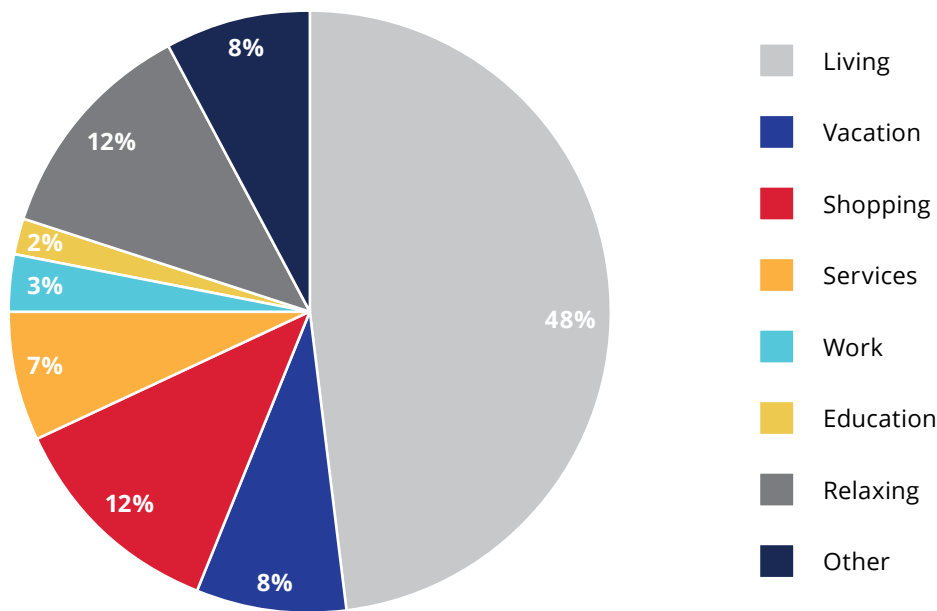
Where respondents live

We asked survey respondents where they were from and how they use the local area, so we can gauge the reach of the consultation. Cowes, Crib Point and Balnarring were most commonly represented.

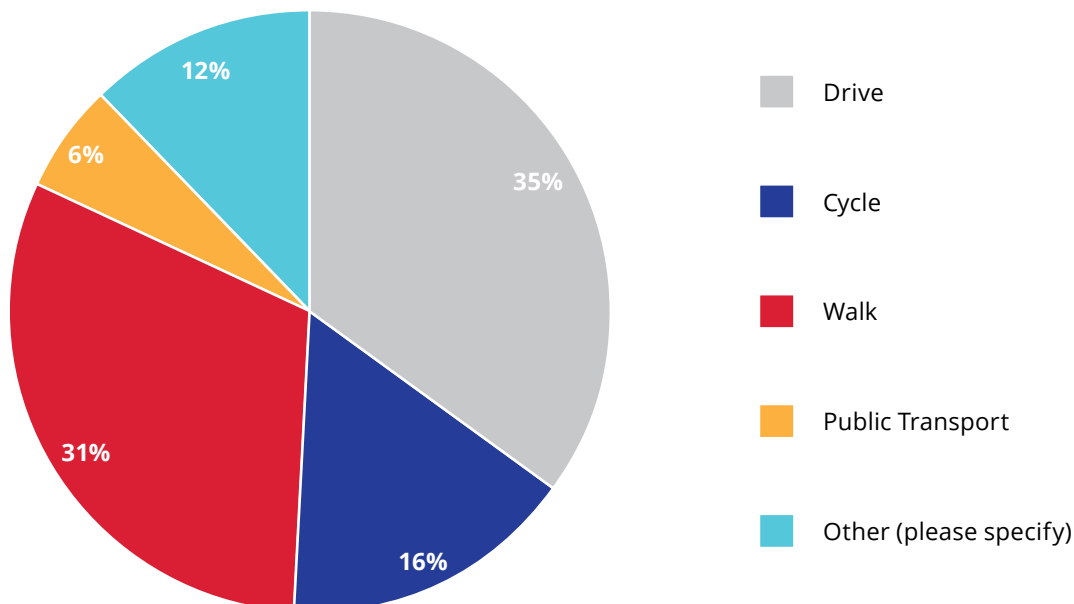
Top Suburbs	
Cowes	Mornington
Crib Point	Hastings
Balnarring	Bittern
Somers	Flinders

Use of the area - Figure 1:

The figure below shows how respondents use the area, in which the Project is located.



How respondents travel around the area - Figure 3:



What we heard

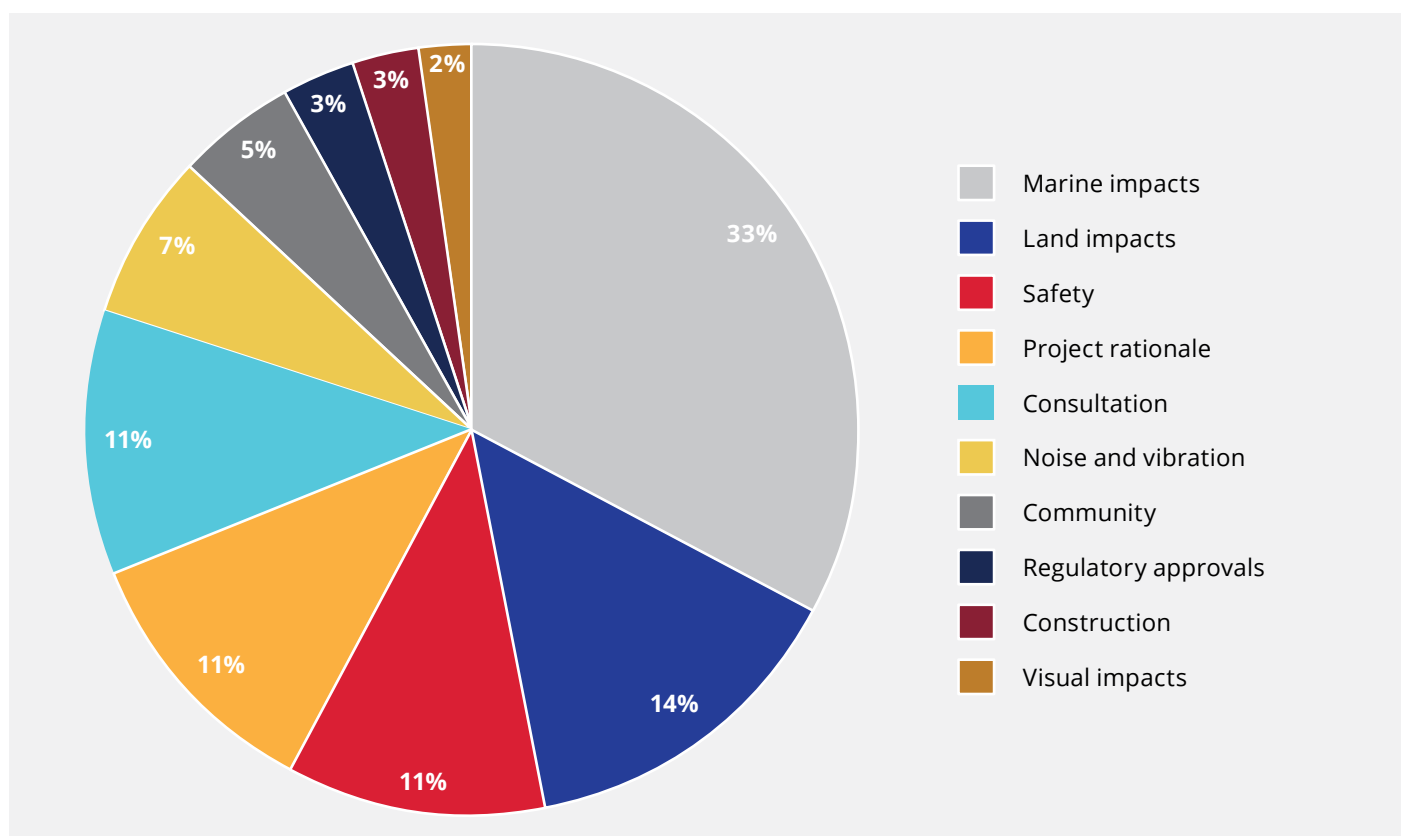
We received 385 pieces of feedback, which we categorised into 10 themes. Topics, below, have been ordered from one to 10, most to least, based on frequency of mention.

1. Marine impacts
2. Land use impacts
3. Safety
4. Rationale for the Project
5. Consultation
6. Noise and vibration
7. Community
8. Regulatory approvals
9. Construction
10. Visual impacts

Where a single piece of feedback contained multiple themes, each was counted. The following section gives more details on feedback within each theme.

The EES process is ongoing and we may not have been able to provide detailed responses to all comments, at this stage. This interim report shows the breadth of issues. The Stakeholder and Community Engagement report, for the EES, will analyse the feedback for shifts in issues and sentiment over time.

Feedback themes from Community Engagement February - March 2019 – Figure 4:



4.1 Potential impacts on the marine environment

The most common feedback theme from people concerned the potential impacts on the Western Port marine environment. Communities say the Project should include thorough technical investigation of the potential impacts of FSRU operation on the marine ecosystem.

Community feedback	Project response
<p>General marine impacts to Western Port Bay</p>	
<p>Communities are concerned our studies are not adequately addressing potential impacts of the open and closed loop FSRU operation, on the Western Port and, specifically, the environmentally significant Ramsar site.</p> <p><i>“Concern about impact of facility on a fragile ecosystem.”</i></p> <p>Locals are concerned about the potential impacts to the environment and the amenity value of their community. These concerns spanned the wider Western Port area, including Phillip Island and San Remo.</p> <p><i>“I’m concerned about the changing environment and impact on my lifestyle.”</i></p> <p><i>“The studies do not appear to be further around San Remo and to the other side of Western Port - what’s the overall and holistic impact?”</i></p>	<p>We recognised local concerns about the potential marine impacts of the Project, and the strongly held views about the unique environmental significance of Western Port.</p> <p>Surface water, marine biodiversity and aquatic ecology specialists are assessing the potential impacts, under EES Scoping Requirements, issued by the Minister for Planning, and in consideration of requirements for Project licences and permits, including the Pipeline Licence, and the EPA Works Approval.</p> <p>The EES requires we examine key matters including:</p> <ul style="list-style-type: none"> • Effects on biodiversity and ecological values • Risks to other ecological values and ecosystem services of conservation areas, nature parks, marine reserves and Ramsar sites in proximity to the proposal • Effects from seawater intake to and cold water/residual chlorine discharges from the FSRU, including potential medium and long-term effects on the ecology of the North Arm of Western Port associated with changes to seawater quality and entrainment of larvae of marine species (threatened and non-threatened) <p>The Project timeline has been extended as we’re still conducting a number of studies for the EES. The outcome of the EES will now be no earlier than mid-2020.</p> <p>In response to the local community’s strongly held views about the unique environment in Western Port and that the Ramsar wetland must be protected, AGL has heard the need to fully assess any seasonal variations in the marine environment around the proposed FSRU site at Crib Point, and to present the full data transparently at EES exhibition.</p>

Effects on specific marine species

Participants are concerned about impacts to the general marine ecosystem.

"I'm concerned about all of the species in the area being threatened by the gas plant."

Some community members want our assessments to include all the area's species, not only those potentially threatened.

"Why does the assessment only address those that are in danger? Make your studies of organisms greater to include those not in danger."

Community members listed specific animal and plant species that inhabit Western Port, including:

- Short-Tailed Shearwater birds
- Dolphins
- Whales
- Seals
- Penguins
- Ghost shrimp
- Plankton
- Mangroves
- Seagrasses

We are very aware Western Port is an environmentally sensitive area. We understand the community is very concerned about seals, penguins and whales in Crib Point and the wider bay area.

The EES will include comprehensive aquatic investigations, which will inform specific measures to reduce, or avoid, impacts on Western Port species and habitat, including those listed, threatened and protected.

Your feedback will inform our studies into potential impacts on the marine environment around Crib Point.

The EES will incorporate the results from the program of biological and oceanographic environmental studies into an overall assessment of the potential risks of the operation of the FSRU on the marine ecosystem in Western Port.

FSRU regasification process

Community members wanted to know more about the heat exchange process from liquid natural gas (LNG) to gas, and how water would be pumped into and out of the FSRU. We heard concerns about changes in water temperature, in Western Port, due to the cooled and chlorinated discharge from the open loop regasification system. Participants sought assurance that our studies are looking into the effects of cooled and chlorinated water discharge into Western Port.

"Chlorine is designed to kill micro-organisms, can you advise the impact on marine life in Western Port Bay from the discharge of chlorinated water?"

"With added chlorine and lower temperature water going to be added to a delicate environment, what has been done to ensure there are no negative effects of the discharge on mangroves?"

"Why does the FRSU need live seawater? Why can't it re-circulate its own water within a self-contained unit?"

Other community members wanted to know how far water discharged from the FSRU would travel in Western Port, and if investigations would consider tidal movements.

"The Western Port tides will carry the super chilled toxic chlorinated water a lot further than 200m."

We understand concerns about the potential marine impacts of an open loop regasification process. This will be investigated as part of the EES.

Our EES will assess both open loop and closed loop regasification systems. And, our EPA works approval application will seek approval for the project to operate in both modes, (subject to conditions). This will ensure potential impacts to the marine environment are assessed mitigating measures identified, as necessary.

Our preference is to operate in open loop, provided there is minimal impact to the marine environment including larvae and plankton. We believe this is the best option, when considering environmental outcomes.

Investigations are also assessing current marine ecological and biodiversity values, water movements, quality and temperature, in Western Port. Marine biologists are investigating seabed habitats to understand the current ecosystem around Crib Point.

Effects on marine activities in Western Port

People use the area's beaches and waters for recreational activities, including swimming and fishing. They do not want the Project, nor further industrialisation of Western Port, to affect this adversely.

"Western Port is one of Australia's finer marine features with significant mangrove areas, abundant sea life and fishing opportunities."

Some are concerned about possible impacts on the area's commercial fisheries.

"What will happen to the two biggest fisheries in Western Port? The mussel and calamari farms?"

We understand the community values the marine environment and recreational spaces in, and around, Crib Point. The FSRU mooring, at the jetty, would operate under a more rigid enforcement of the current exclusion zones for existing petroleum import operations.

Recreational use of Western Port would be affected only when LNG tankers are berthing. Then, traffic would be restricted to allow tugs to safely berth LNG carriers. This already happens for ships docking at the United Energy, BlueScope and Esso facilities.

We do not expect Woolley's Beach Reserve to be affected, as the FSRU would be moored more than 500m offshore. Yacht races may be affected if they coincide with the ship berthing, or departure. Likewise, the Stony Point – French Island – Cowes Ferry would need to give way to visiting LNG tankers, as it does, now, to other shipping.

Operating the FSRU does not require closure of the Stony Point jetty, nor prevent use of the boat ramp there. A 24-hour exclusion zone would be enforced around the facility.

The facility, while new to Western Port, would operate under the same shipping, and safety, parameters as existing uses. Sailors and fishermen could continue using Western Port, with disruption to passage, near Crib Point, limited to a couple of hours per week, at most.

The Project includes provision for a Community Fund, which would be co-managed by a panel of local community members. We recognise that we need to share some of the benefits with the local community and we hope that sharing the benefits will make it a fairer outcome for them. We will discuss with the community how best to use the fund if the Project proceeds.

Increased shipping activity in Western Port

Participants are concerned increased shipping activity may affect marine life, or that it might introduce foreign species and pests, to Western Port, during the gasification process.

"142 ships is too much already...These ships are doing damage to the environment, disturbing the unique wildlife of Phillip Island and Western Port."

"Impact on marine mammals, dolphins, whales, seals, penguins, etc. from so many more big ships passing through the bay"

Communities want our studies to look into the potential impacts of the vessel wash on the marine environment.

"Will the marine studies examine potential impacts of erosion and turbidity from vessel wash on aquatic life, including seagrass and birds?"

We are evaluating the impact of increased shipping in the area. Currently, the Port of Hastings hosts 142 vessels each year. A key EES assessment requirement (s.4.2) is the *"potential for impacts resulting from increased shipping activity on cetaceans and other large marine animals, including acoustic impacts and potential collisions"*.

4.2 Potential impacts on the terrestrial environment

Participants want our studies to carefully consider possible environmental impacts along the pipeline alignment.

Community feedback	Project response
<h3>Impacts on plants, vegetation, trees, parks</h3>	
<p>We received feedback about potential impacts on flora, and parks. Participants do not want vegetated areas, along the proposed pipeline route, disturbed. And, people want transparency, where there may be impacts on vegetation, especially to endangered species.</p> <p><i>“Keeping the area ‘untouched’ is of very high concern.”</i></p> <p><i>“How much habitat will be lost in the protected habitat in Warringine Park due to 30 metre construction easement?”</i></p> <p>People want to see our studies address the entire ecosystem, along the pipeline route.</p> <p><i>“Will your studies address the soil ecology along areas on native vegetation, soil restoration or fungal and symbiotic relationships?”</i></p>	<p>We acknowledge the importance people attach to the area’s flora and their desire to avoid impacts. The following are among measures proposed to minimise effects on Warringine Park:</p> <ul style="list-style-type: none"> • Following the existing cleared pipeline easement • Use existing access tracks for site access • Horizontal Directional Drilling (HDD) for two park sections <p>Using measure, including the above, will limit the amount of proposed vegetation removal, during construction, and prior to rehabilitation, to 2.4ha.</p> <p>APA will offset any vegetation removal, as determined by the Department of Land, Water and Planning (DELWP), and the Commonwealth Government. DELWP has stipulated a sum of money to be held as guarantee against impacts beyond those sanctioned for the pipeline component. Should unapproved impacts occur, DELWP would use the funds for reinstatement.</p>
<h3>Impacts on terrestrial animals and their habitat</h3>	
<p>Communities told us about the wildlife in their area, and the need for its protection, including:</p> <ul style="list-style-type: none"> • Southern Brown Bandicoot • Growling Grass Frog • Orange Bellied Parrot • Merran’s Sun Orchid <p>The community wants assurance that we are investigating and considering possible impacts on all species, and their habitat.</p> <p><i>“I want all species protected, as they all rely on each other to survive”</i></p> <p><i>“Mammals are impacted by decreased wildlife corridors. Natives like possums, owls, koalas etc.”</i></p>	<p>APA is undertaking comprehensive terrestrial investigations to inform measures to reduce, or avoid, effects on listed, threatened and protected species, or on Western Port habitat, and along the pipeline route.</p> <p>Technical specialists have extensively surveyed for endangered animals along the proposed pipeline alignment, including in Warringine Park.</p> <p>Mitigation measures, including Horizontal Directional Drilling (HDD), are proposed for sensitive habitat areas.</p>

Impacts on agricultural areas

People, and businesses, conveyed their concern about impacts to, and acquisition of, productive farm land for some sections of the pipeline alignment.

"I'm concerned about the environmental impact on farming land."

"Will Melbourne's food bowl be impacted by pipeline route through market gardens?"

Agriculture definitions

- Intensive agriculture, or 'market gardens', involve intensive soil-based agriculture, or vegetable-growing, of less than 20ha plantings.
- Melbourne's inner food bowl includes local municipalities, on the metropolitan fringe, which the proposed pipeline would cross.

We are engaging with landholders, and agricultural businesses, along the pipeline, throughout the EES investigations.

As part of an EES, we have completed a comprehensive Agricultural Impact Assessment, as part of the EES. The report will be in the final EES document.

We have changed the pipeline alignment to avoid intensive agricultural land, wherever practicable. The current pipeline alignment crosses only two properties. Pipeline construction would disturb a small area of intensive agricultural land in Melbourne's inner food bowl - less than 0.08 per cent.

Pipeline construction would temporarily remove from production 123.8ha, or 0.0376 per cent, of agricultural land within the Project area. APA will restore impacted land, as close as possible, to its original condition. Normal agricultural operations can continue within the easement, including cultivation and grazing.

The remaining agricultural land, that would be affected, is used for hay production, cattle, equine and chicken farming.

Impacts on private property and/or acquisition of land

Some community members expressed concern about the potential impacts on private property and how people may be compensated.

"What happens to people whose land is taken? Does it follow a government process or are they forcibly acquired?"

"Can't they elect to end the Project or have their voices heard?"

Easement acquisition is understandably one of the most sensitive issues for the community. The Project will need an easement about 15m wide. Easement status will impose restrictions on building installation and planting deep-rooted trees. Landowners would still be able to cross the easement, graze livestock and cultivate.

The pipeline is about 57km long. Those affected, along its route, would include private landholders, and state and local government authorities. The number of affected land parcels is subject to change as the Project goes through the EES process.

Landholders would be compensated for the inconvenience of pipeline construction. They would also be entitled to an upfront, non-refundable fee, on entering into an option agreement. An option agreement is the basis of negotiations with each landowner along the proposed pipeline alignment. This agreement gives APA the ability to complete numerous negotiations across the entire length of the pipeline alignment prior to exercising the 'option' to create the easement over all properties simultaneously.

We would negotiate compensation with landholders, based on advice from valuation and agronomy professionals.

APA is funding landholders to obtain proper, independent legal and valuation advice, in order to be able to respond to APA.

4.3 Safety

We heard concerns about safety in relation to the Gas Import Jetty Works and the Pipeline Works Project components and that people would like our studies to consider worst-case scenario hazards.

Community feedback	Project response
FSRU Safety	
<p>Participants are concerned about FSRU safety at Crib Point, want studies to consider the potential for accidents in a worst-case scenario.</p> <p><i>“Placing a massive gas terminal with high pressure gas pipes next to millions of litres of petroleum can only be proposed by someone who does not live close by and has only the company profits in mind”</i></p> <p><i>“What about the potential for a catastrophic fire or explosion during the gas transfer process... there are many homes within that area.”</i></p>	<p>We agree that safety is paramount and we must take, and plan for, risks seriously. As with all big industrial and resources projects, the gas import jetty will carry some risks. AGL is working with international FSRU risk and safety specialists to identify, minimise and manage the risks, to the greatest extent possible. We will share this information with the community.</p> <p>We are undertaking a Quantitative Risk Assessment (QRA). A QRA is a formal, systematic approach to estimating the likelihood, and consequences, of hazardous events. The QRA expresses the results quantitatively, as risk to people, the environment or AGL. It also assesses the robustness and validity of quantitative results, by identifying critical assumptions and risk driving elements. QRA studies are typically required for production and processing facilities, high-pressure pipelines, and storage and importation sites, including LNG. QRAs contribute to improved decision-making, by highlighting the riskiest scenarios.</p> <p>The QRA will form part of hazard and safety section of the EES and will be publicly available during EES exhibition.</p> <p>The EES safety assessment (s4.1) scoping document requires:</p> <ul style="list-style-type: none"> • Characterisation of the human environment near the Project relative to safety buffer standards for surrounding current land uses and reasonably foreseeable land uses. • Description of proposed measures to minimise risk and ensure safety for workforce, nearby operations and the public during construction and operation of the Project. • Description of the monitoring program to form part of the Environmental Management Framework to identify any potential hazards in time for corrective action to be taken. • Description of the framework for emergency response, including contingency planning for foreseeable possible public safety or environmental emergencies. • Details of Project components, including lighting, safety and security requirements during construction and operation. <p>The Project will assess key issues, including workforce, nearby operations and public safety risks, associated with the construction or operation of the Project, including risks associated with or compounded by potential external threats (e.g. bushfire).</p> <p>Also, a range of regulators will be involved to ensure we meet the highest safety standards, such as all ships visiting Western Port, adhering to the international LNG tanker safety standards. Regulators responsible for ensuring AGL and visiting ships meet safety standards, include:</p> <ul style="list-style-type: none"> • The Australian Maritime Safety Authority • Port of Hasting Development Authority • Worksafe Victoria • Victorian Regional Channels Authority and the Harbour Master • Transport Safety Victoria and Maritime Safety Victoria • Office of Transport Security (Cth).

Pipeline safety

Community members. Living near the proposed pipeline alignment, are concerned about a variety of potential safety issues during construction and operation.

"I'm concerned about the potential for LNG fires, explosions and gas clouds around the area."

"Is it possible for the pipeline to rupture and be impacted by bush fire?"

"I do not believe that at any time this is safe in such a fragile environmental system that has such importance to species survival."

Gas pipelines are situated in easements carefully delineated after consultation with the landholders, and investigations into safety, environmental and property impacts.

APA works constantly to minimise the potential risks in pipeline design, construction and operation. Measures include designing pipelines to resist strikes from excavation equipment, burying them at depth to limit the risk of accidental strikes, and regular ground and aerial patrols of pipeline routes.

4.4 Project rationale

Some people queried the reasons and rationale for the Gas Import Jetty and Pipeline Project.

Community feedback	Project response
<h3>Why does AGL need to import gas?</h3>	
<p>Why is there a need for the Project?</p> <p><i>"I do not consider AGL to be acting ethically, e.g. paying off foreign governments with infrastructure."</i></p> <p><i>"Our community needs to be protected from big business who only care about profits. Our environment needs to be protected by government to stop the likes of AGL spoiling it with totally unnecessary industry."</i></p>	<p>Historically, Australia's south-eastern states have received much of its supply from gas sources in the Gippsland and Otway Basins offshore Victoria in Bass Strait. Government studies have shown that unless the market can identify new gas sources to supply Australia's south-eastern states, a supply shortfall will hit from around 2024 with potential shortfall on high demand days as soon as 2021.²</p> <p>In 2019, Australia became the world's largest exporter of LNG, but most of this gas comes from Queensland and Western Australia far from the main domestic markets in Australia's south-eastern states.</p> <p>The gas pipeline network connecting Queensland to Victoria lacks enough capacity to supply gas during the peak winter demand periods. On top of the lack of pipeline capacity, securing gas from Queensland is made more difficult because many producers are bound by long-term contracts to sell gas to international customers.</p> <p>Gas supplies from Western Australia (North West Shelf) is not accessible to Victorian gas markets as there is no pipeline connection to the east-coast network. Investments in transmission pipelines in Australia are expensive and require long-term contractual commitments to underpin the huge costs to developers.</p> <p>Since the 1960s, Victoria has enjoyed abundant supply from gas fields in Victorian offshore waters but the decline in gas reserves in Bass Strait and falling production from these mature projects have heightened the urgency of securing reliable new sources of gas supply. This loss of gas supply to Victoria and Australia's south-eastern markets impacts AGL's ability to secure gas for its 1.4 million gas customers. This in turn has resulted in higher and more volatile prices for all Australian customers due to competition for increasingly scarce domestic gas supplies. Without a new additional supply source, the situation will only get worse.</p>

Benefits for consumers

Some people want to know how the Project would improve affordability for gas consumers.

"I'm trying to understand where is the benefit for Victorians in this Project - especially given the risks it presents to Western Port Bay. Could you please tell me, does AGL believe this project would put downward or upward pressure on gas prices for Victorians?"

Shortfalls in domestic supply are likely to result in higher and more volatile gas prices for Australian customers. Extreme weather events also increase need for gas-powered generation and constrain the energy market.

An increase in renewable sources of energy into the market will require time for shaping or 'peaking' before they can be fully utilised. This will add to the demand for gas-fired power generation and changing electrical supply conditions. Securing gas supplies from alternative sources, therefore, will maintain gas supply reliability and affordability.

Gas prices are, today, three times the historical price – and unlikely to fall to that level, again, even with this project. Reasons include the international market and dwindling supplies domestically. But, this project would put downward pressure on the gas market in Australia.

Energy and fossil fuels

Some questioned the Project rationale, given conflicting media reports about the need, or not, for gas. What about investing in natural gas and alternative energy supply options for Victoria?

"What are the projected gaps between gas demand and supply ... in Victoria?"

In 2018 the media reported Victoria would experience significant gas shortages, within three years, based on a gas forecast report from the Australian Energy Market Operator (AEMO); this, despite falling state gas consumption.

The media reported AEMO saying it hoped the report would encourage the market fill the gap. But, it also warned some intervention may be necessary if not.

In the Gas Statement of Opportunities (GSOO) released June 2018, the AEMO stated *"no supply gaps are forecast before 2030 under expected market conditions"*. But, David Swift, AEMO's executive general manager of planning and forecasting, warned the supply-demand balance in the Australian gas market was still tight:

"An increased need for gas-powered generation due to weather related or contingency events could still adversely impact this forecast and tighten the supply demand balance once again."

The report also identified a need for new gas reserves and additional gas supply infrastructure to ensure supply.

AEMO's latest GSOO, (28 March 2019) said the east coast gas market faces tight supply, from 2021, and shortfalls from winter 2024, unless more is done to replace rapidly declining Bass Strait output, and bolster supplies from Queensland, limited by pipeline capacity.

We consider gas an enabler of energy transition. More than 80 per cent of electricity produced in Australia is sourced from the combustion of fossil fuels. Decarbonising the generation sector, by replacing the existing generation fleet with low-emissions substitute technology (e.g. solar; wind), is likely to take decades. Reliable, sustainable, low-cost energy requires renewable energy combined with more flexible energy sources, such as quick-start gas generation, to supplement when renewables are unavailable or do not meet demand.

4.5 Consultation

The Project consultation process received positive feedback, and constructive criticism. We heard about the themes participants wanted to know more about, and suggestions for future consultation.

Community feedback	Project response
<p>Participants appreciated the opportunities to provide feedback and to speak to the Project team and technical specialists.</p> <p>But, people have asked for more technical detail, up-to-date materials, such as maps and location-specific information, and marine and safety-specific information.</p> <p><i>"I'm disappointed about the lack of targeted Phillip Island technical information."</i></p> <p>Some people requested more advertising for community sessions. Others asked about the consistency and frequency of Project email updates.</p> <p><i>There were comments about the integrity of engagement, and information.</i></p> <p><i>"There was a larger number of AGL Communications team members compared to the number of experts present."</i></p> <p><i>"AGL is using this 'forum' to ask its own questions for the benefit of AGL's proposal."</i></p>	<p>The focus of our community consultation and engagement has been to introduce the EES process and provide opportunities for involvement. It is also to identify community concerns, gather feedback and mitigate potential risks.</p> <p>We advertised community sessions and engagement activities using a variety of platforms (see sections 3.3 and 3.4 and the Project Consultation Plan on DELWP website).</p> <p>We keep the website and communication material updated to avoid inaccuracies or outdated information.</p> <p>We set up the Project's online discussion forum on the AGL website to provide another channel for people to post questions and share feedback. This public forum allowed everyone to read common questions and answers. An AGL or APA staff member responded to each forum comment as quickly as possible.</p> <p>The EES process monitors how we have engaged with the community. An independently-prepared consultation and engagement technical report will be presented in the EES exhibition.</p> <p>We will continue to engage and involve stakeholders in the assessment process.</p>

4.6 Noise and Vibration

FSRU operation, underwater noise and vibration, are among community concerns.

Community feedback	Project response
<h3>Noise of operating FSRU</h3>	
<p>People voiced concerns about the marine impacts of noise from the FSRU and more ships in the bay – especially for Phillip Island.</p> <p><i>“I’m concerned about the lack of studies for whales... noise from the FSRU could impact whale sounds and communication.”</i></p> <p><i>“Underwater noise could impact dolphin populations.”</i></p> <p>We received questions about noise data collection, measurement conditions and controls.</p> <p><i>“How this information is modelled and how conservative is the modelling? Does this consider weather conditions?”</i></p> <p>Also, questions about how, and where, we are testing for underwater noise.</p> <p><i>“Will the marine literature review incorporate case studies on the impacts of FSRUs already in operation in similar environments, including the impacts of ... marine noise”</i></p>	<p>The FSRU will generate noise during the regasification process. So, it is important we understand the impact of that noise on people, birds and the marine environment.</p> <p>FSRU operation is expected to vary depending on gas demand. In high gas periods, the FSRU may operate 24 hours-a-day, seven days a week. In lower demand periods, the FSRU may run only 12 hours-a-day, Monday to Friday, or act as a storage facility for extended periods without active regasification processes.</p> <p>AGL undertook a noise assessment of the FSRU’s operational noise, and the associated onshore facility, for the feasibility study, to assess compliance with EPA’s Noise Control Guidelines.</p> <p>We have carried out noise monitoring at nearby residences, and modelled noise emissions from the operation of an FSRU, to develop an accurate representation of existing noise and vibration conditions, at Crib Point – and how to mitigate any impacts.</p> <p>The EES will include more detail about our noise-modelling data.</p>
<h3>Vibration during FSRU operation</h3>	
<p>Concerns about operational vibration from the FSRU and more ships in the bay.</p> <p><i>“I’m concerned about vibration due to shipping in the bay.”</i></p> <p>Others wanted to know how different regasification methods would alter vibration levels.</p> <p><i>“Would changing the operation from an open system to a closed system impact vibration levels?”</i></p>	<p>FSRU operation would vary according to demand. It is not expected to cause vibration impacts on land.</p> <p>We are modelling underwater acoustics, resulting from FSRU operation. We will detail the findings in the Noise and Vibration technical report and summarise them in the relevant EES Chapter.</p>
<h3>Vibration during pipeline operation</h3>	
<p>We heard from residents, who lived near existing gas pipelines, that houses would occasionally experience low level vibrations.</p> <p><i>“Previously living near a pipeline, we could occasionally feel our house vibrate while it was operating. We are worried about these impacts to residents of Hastings.”</i></p>	<p>We do not anticipate vibration impacts to nearby residences during pipeline operation.</p> <p>The pipeline is designed and installed to relevant Australian standards. Vibration would be imperceptible.</p>

4.7 Community

Community feedback	Project response
<p>People are concerned about the Project negatively affecting their communities. Concerns included the increasing industrialisation of Crib Point and Western Port.</p> <p><i>“Western Port is not the place for this Project. Develop already industrialised areas - Geelong would be a better location.”</i></p> <p><i>“I am deeply concerned and oppose the proposal at Crib Point as it opens the door for further heavy industrialisation in an internationally recognised wetland.”</i></p> <p><i>“I believe the Project will cause detrimental harm to the area not only where the gas pipe is, but for many kilometres around it.”</i></p> <p>Some community members highlighted the Project’s potential positive impacts on the local area, and beyond.</p> <p><i>“I hope this Project goes ahead for the flow on effects to the community. I’ve been in the community all my life and want more jobs and development for the area.”</i></p> <p><i>“I look forward to seeing this Project developed to put downward pressure on gas and power prices.”</i></p> <p><i>“The community fund could help tourism for Western Port.”</i></p>	<p>We understand concerns around the selection of Crib Point, particularly with its environmental significance. Western Port is an environmentally-sensitive place, including, within, areas covered by the Ramsar International Convention on the Protection of Wetlands.</p> <p>We recognise the value of the environment, and the community spaces around Western Port. We will work with the community to protect what it holds important.</p> <p>Choosing Crib Point was not a decision taken lightly. We looked at sites across Australia, also including Port Adelaide, South Australia; Port Kembla, New South Wales. Evaluation considered access to key gas markets, cost of additional pipeline transmission, availability of suitable land for onshore facilities, cost of existing, or new build pipelines, existing investments within AGL’s wholesale gas portfolio, and marine and port suitability.</p> <p>We chose Crib Point because of its proximity to our largest gas market in South-East Australia, existing jetty, which already imports liquid fuels, and the need for only minimal modification, shaving off some high points at the berth. We will need to do some upgrade work to the jetty, so it meets standards.</p> <p>We cannot guarantee the Project will have no environmental impact. We know this is not good enough for many in the community. The Victorian Government has required us to undergo an EES to assess the potential effects of the Project on the environment. This will ensure any environmental impacts are, if not avoided, mitigated.</p> <p>The EES includes a Social Impact Assessment to identify and understand places and activities, important to the community, and how we protect, even enhance these.</p> <p>A Community Fund will be instituted if the Project proceeds. It would be co-managed by a panel of local community members to address concerns they identify in their own communities. We recognise that we need to share some of the benefits with the local community to make it a fairer outcome for them. We would work with the community on how to best to use this fund.</p>

4.8 Regulatory Approvals

Questions about our technical studies and how the EES process works.

Community feedback	Project response
<h3>EES process</h3>	
<p>People asked about the EES process, how to be involved and where to find out more.</p> <p>Some are concerned about the length of the EES, and if the technical studies will be finished before EES finalisation.</p> <p><i>“There doesn’t seem to be a lot of time allocated for the EES community review for an in depth assessment.”</i></p> <p><i>“If the Minister for Planning concludes that the EES process has shown that the proposed Gas Import Jetty Project would have an unacceptable level of environmental effects, would AGL withdraw their Project and cease all activities and plans to import LNG at Crib Point?”</i></p> <p><i>“Will these studies be complete before the EES is finalised? What will be the timeframe?”</i></p>	<p>The EES is required under the Environment Effects Act 1987. DEWLP coordinates the process, implementing the Ministerial Guidelines that set out the EES processes and requirements, including a public review period.</p> <p>The EES project-scoping requirements set out what must be investigated and documented. The Minister for Planning issued these after considering public comments about the draft, made over a three-week period in November-December 2018.</p> <p>The consultation plan released in February 2019 outlined how we would consult community and stakeholders during EES preparation. We have used the feedback so far to further inform the Project design and development and the EES technical studies.</p> <p>The EES is now expected to go on public exhibition for approximately 30 business days in the second quarter of 2020. All EES technical investigation reports will be publicly available then.</p> <p>The EES assessment process includes several levels of scrutiny, including independent technical review, public submissions, and an inquiry panel. The Minister’s assessment will establish if the Project would result in an acceptable level of environmental effects, having regard to overall Project outcomes.</p> <p>Planning and environmental approval decision makers consider the Minister’s assessment to inform approval decisions. The Minister makes the final EES assessment, not AGL. The Project will not go ahead, if the Minister concludes the potential environment effects cannot be acceptably addressed,</p> <p>If the Minister’s assessment concludes that the environmental effects of the Project would be acceptable, it may provide advice on environmental management measures, and implementation.</p> <p>Further details of the EES process including how community and Project stakeholders can participate in the EES process are on the DELWP website: https://www.planning.vic.gov.au/environment-assessment/browse-Projects/projects/crib-point</p>
<h3>Technical studies</h3>	
<p>We heard questions about the scope of technical studies, such as if the study area extends to Phillip Island, and if investigations consider immediate, medium and long-term impacts</p> <p>Some people sought more transparency about research methodologies, modelling and assumptions.</p> <p><i>“By what means are you measuring the impact of 145 million litres of biocide discharge per day... I’m wondering if your figures are based on data or theory.”</i></p>	<p>The EES studies were guided by the initial analyses described in the EES referral documents and the Minister’s scoping requirements dated January 2019. The study area for the hydrodynamic modelling and biological evaluations include the whole of Western Port with its boundaries extending into Bass Strait to Cape Schanck in the west and to Cape Patterson in east.</p> <p>The hydrodynamic model is three-dimensional and produces a range of tide, current, water quality and biological predictions. The model has been calibrated using local tidal and current data, and wind data from the Bureau of Meteorology. The hydrodynamic model is based on a model that was developed to assist both Melbourne Water and EPA Victoria to model water quality aspects within Western Port, including the review of water quality and ecological targets for the State Environmental Protection Policy.</p> <p>The water depths grid for the model has been refined to provide greater accuracy for modelling near Crib Point.</p> <p>In the context of EES investigations, and environmental management frameworks, the ‘effects’ being evaluated include direct, indirect, combined, cumulative, consequential, short and long-term, beneficial and adverse changes.</p> <p>Measures to monitor effects of the project prior to and during operation will be outlined in the EES.</p>

4.9 Construction

Construction feedback centred on the potential effects of pipeline construction, along the alignment.

Community feedback	Project response
Traffic impacts during construction	
<p>Hastings residents and local businesses expressed concern about the potential traffic impacts of pipeline construction.</p> <p><i>“Concerned about potential disturbances to property while temporary construction happens nearby, including traffic and amenity.”</i></p>	<p>Safe pipeline construction next to residents, road and rail corridors is now common practice in urbanised areas nationwide. APA will work with local residents, businesses and statutory authorities to minimise any disruptions during construction.</p> <p>We are talking with Hastings businesses to understand what they need and how we can maintain access and amenity during construction. Our consultation with them will continue throughout any construction.</p> <p>APA would minimise construction disruption to businesses. Pipelines can be laid in urban areas at a rate of about 35m to 55m per day. Once laid, APA would reinstate the area.</p>
Economic impacts to businesses during construction	
<p>Some community members voiced concern about economic impacts to Hastings’ businesses, due to pipeline construction disruption.</p> <p><i>“Life will be disrupted during Pipeline construction... you will basically be digging up the town”</i></p> <p><i>“What is the potential disturbance of temporary construction to nearby farms? What will the rehabilitation methods be?”</i></p>	<p>We are working with businesses and landholders throughout the EES, particularly those along the pipeline route in Hastings. Consultation focusses on how we would best manage, mitigate and avoid any construction impacts.</p>

4.10 Visual impacts

People are concerned about the FSRU's visual impacts at Crib Point, and around Western Port.

Community feedback	Project response
<h3>Visual impacts of FSRU</h3>	
<p>Feedback highlighted concerns about the potential visual impacts of the FSRU and further industrialisation in Western Port.</p> <p><i>"I'm concerned about FSRU visual impact and the pipeline visibility."</i></p>	<p>A reason we chose Crib Point was it has an existing jetty, already in commercial use, minimising the need for any significant change to visual amenity.</p> <p>An initial report, as part of the EES referral process, concluded the combined impact on the landscape is low to moderate. The report also found the overall impact on visual amenity would be low to moderate significance.</p> <p>The report did however find viewpoints with an unimpeded and relatively close view of the Project site would have a Medium to High significance of visual impact. These viewpoints also have an unimpeded view of existing Crib Point maritime land uses. People may perceive this as a negative impact on, for example, an area of local significance, with environmental and passive recreational value.</p> <p>The EES will further assess the social, economic, amenity and land use impacts.</p>
<h3>Light spill</h3>	
<p>We heard concerns about light spill (or light pollution) emitted by the FSRU moored at Crib Point and potential impacts on migrating bird species.</p> <p><i>"Light-spills from the ship can effect Short-Tailed Shearwater birds in the water and nesting. They are now in reasonable population, the Project could impact on breeding period and migration."</i></p> <p><i>"Short-tailed shearwaters. This species nests at Tortoise Head, French Island near Crib Point. It is very sensitive to light disruption, so must be included in the light spill study."</i></p> <p><i>"The floating station will be lit up brightly 24/7... creating a glow that will blow out the bright starry night skies in our regional neighbourhood. And likely upsetting the bird life and the sea life in the area..."</i></p>	<p>Lighting can impact the environment and the community. We are looking at the potential impacts, as part of the EES, and how we can address them.</p> <p>As outlined in the scoping document, the EES will:</p> <ul style="list-style-type: none"> • Identify flora and fauna that could be disoriented or otherwise impacted by Project lighting. • Assess likely direct and indirect effects of the Project, on the ecological character and habitat values of the Western Port Ramsar wetland site, including light spill among other assessments. • Identify potential and proposed design responses, and/or other mitigation measures to avoid, reduce and/or manage any significant effects for sensitive receptors, during Project construction and operation, arising from lighting, in the context of applicable policy and standards, and the anticipated increase in shipping traffic in Western Port resulting from the Project. • Assess likely lighting impacts, at sensitive receptors adjacent to the Project, during construction and operation, both with, and in the absence of, the proposed mitigation measures, relative to standards. <p>FSRUs (domestic and visiting) must comply with specific national and international regulations and legal obligations, to ensure a safe working environment and so it is visible to Port vessel masters. We will avoid, or minimise, light spill, while ensuring we comply with these legal standards. Regulations also require us to minimise the risk of dazzle and glare.</p>

Attachment A – Survey Questions



General feedback

Help make our future community sessions better by providing feedback on today's event

What did you come looking for today?

Is there anything you felt wasn't covered today?

Do you have other feedback, suggestions or improvements for our future information sessions?

Which aspect of the project is your main area of interest?

Gas Import Jetty Pipeline Both Other _____



Biodiversity

Our studies into marine and terrestrial species, including birds, fish, plants and land animals in the project area.

Marine

What were you most interested in finding out about today?

Fish Shore Birds Mangroves Sea grass General marine life

What species are you concerned about and why?

Rate the level of detail provided

0 1 2 3 4 5 6 7 8 9 10

Did the information meet your expectations? Why / why not?

Terrestrial / Land

What were you most interested in finding out about today?

Birds Amphibians Mammals Trees General plant life

What species are you concerned about and why?

Rate the level of detail provided

0 1 2 3 4 5 6 7 8 9 10

Did the information meet your expectations? Why / why not?



Environment

Our environmental studies on protecting the broader health and wellbeing of residents and local communities, including noise, air quality and safety in the project area.

What were you most interested in finding out about today?

- | | | | | |
|--------|----------------|----------------|-------|-------------|
| Noise | Light-spill | Vibration | Waste | Air quality |
| Safety | Greenhouse-gas | Rehabilitation | Other | _____ |

Why are you concerned about this?

Rate the level of detail provided

0 1 2 3 4 5 6 7 8 9 10

Did the information meet your expectations? Why / why not?



Community

Assessments on community, business and social impacts of the project and ongoing consultation throughout the EES.

Are you a...

- Resident Land-owner Business-owner Business-operator
Holiday-maker Other _____

What's your postcode? _____

How do you/your family use the area?

- Living Vacation Shopping Services Work Education
Relaxing Other _____

How to you travel around the area?

- Drive Cycle Walk Public transport Other _____

We're completing a Social Impact Assessment to ensure we understand the recreational and coastal values of the area.

Put aside the project for a moment and reflect on your life in the community.

What do you love about your area?

What do you believe are the values of your community?

Do you have any ideas on how to better your community and/or what your community needs?



We're planning on holding community workshops on specific study areas of the EES. Which of the following topics would you be interested in participating in?

Biodiversity Environment Community Other _____

If you're interested in participating in workshops, please provide your details.

Name: _____

Address: _____ **Suburb:** _____ **Postcode:** _____

Phone: _____ **Email:** _____

Age group:

Under 18 19-25 26-35 36-45 46-55 56 +

Thank you for completing our survey.

Attachment B – Example Advertisement



FREE COMMUNITY EVENT

High Society Hastings Community OPEN DAY

Saturday 23rd March 2019
4 - 7pm
High Street Hastings
(between Queen St & Marine Parade)

Come and meet local traders, community groups and producers and see all the fantastic goods, services, programs and produce that our local area has to offer.

- Market stalls
- Local community information stalls
- Free hearing checks
- Free simple health checks
- Prizes & give aways
- Demonstrations and samples
- Free kids activities
- Live music and entertainment

Interested in setting up a stall?
Contact the Western Port Chamber of Commerce & Industry at info@hastings.org.au

WCCCI
WOMENSTEIN PRIMAVERA A

NEWS DESK



Whiting: The prize for the heaviest two-day aggregate bag is a 50cm long (actual size) King George whiting painted by Western Port artist Bridget Thomas.

Casting a line for anglers

THE weather is looking good for next weekend's Western Port Angling Club annual whiting challenge.

The 2-3 March event - the club's 20th - is expected to attract up to 500 competitors because of the many whiting being caught in the bay. Competitors use senior male, senior female, senior and under-10s.

Fishing identity Paul Worstell is offering \$1000 for the first 1.0 kilogram whiting weighed during the challenge. Broadcasters David Krasser will present prizes from 4pm, Sunday 3 March, at the angling club's rooms next to the Hastings public boat ramp.

Event closes 5pm Saturday 2 March. Details on the WPAAC website or call 0400 194098.

Charges for assault on police

A MALE and woman from Langwarrin and a Frankston man have been arrested in relation to the alleged assault of two police officers.

The alleged incident took place in St Kilda at around 1am, Sunday 24 February.

Police said that two officers were injured and taken to hospital and OC spray was used during the subsequent arrest.

Five people were charged with "two counts of assault police, affray, violent disorder, intentionally cause injury and other assault related offences." Stonnington CIU detectives arrested a 20-year-old St Kilda man in relation to the incident, as well as the 27-year-old Langwarrin man, the 25-year-old Langwarrin woman and a 38-year-old Frankston man. They faced court on Monday

(25 February). Police said the investigation is ongoing and have appealed anyone with information to urge to call Crime Stoppers on 1800 333 000.

Gun goes off

A CARROM man was arrested on 23 February after an alleged gun theft from a store on Payne Street.

Police alleged the 30-year-old man stole a rifle from the store at around 12pm on 9 February.

Police released CCTV footage of the alleged incident prior to the man's arrest. He was expected to appear at the Melbourne Magistrates' Court on 23 February.



Gas Import Jetty and Pipeline Project Community Drop-in Sessions

Saturday 23 February to Saturday 2 March 2019

Come along to learn more about our technical studies, speak to our specialists and provide feedback on the project.

AGL and APA are preparing an Environment Effects Statement (EES) for the Gas Import Jetty and Pipeline Project, for examination under Victoria's strongest environment assessment process.

Over the last few months we've begun 18 technical studies as part of our work for the EES.

We want to share our work so far and get your feedback on our technical studies.

We'll have specialists available to answer your questions about key study areas, such as marine and terrestrial biodiversity, Aboriginal heritage, traffic and noise. Representatives from AGL and APA will let you know how you can provide input and stay informed about the Project.

Your input is an important part of the EES process. Community feedback will help inform the project design and our ongoing studies as we prepare the EES throughout the first half of 2019.

The details of the information sessions are as follows:

Cooes
When: Saturday 23 February, 12pm - 3pm
Where: Cooes Cultural Centre
91-97 Thompson Avenue, Cooes 3922

Orb Point
When: Tuesday 26 February, 7pm - 9pm
Where: Orb Point Community House
7 PRINCE ROAD, ORB POINT 3919

Officer
When: Wednesday 27 February, 7pm - 9pm
Where: Officer Public Hall
15-18 Tiendale Road, Officer 3809

Pearcedale
When: Thursday 28 February, 7pm - 9pm
Where: Pearcedale Community Centre
710 Baxter Road, Pearcedale 3912

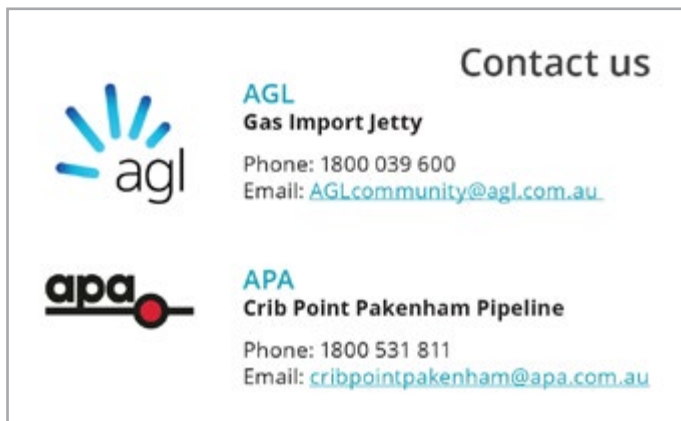
Hastings
When: Saturday 2 March, 12pm - 3pm
Where: Hastings Community HUB
19/23 FRANKTON - FINDERS ROAD, HASTINGS 3915

More information
If you have any questions regarding the drop-in sessions or are unable to attend and would like more information, please contact us on:

AGL Gas Import Jetty
Phone: 1800 038 620
email: AGLcommunity@agl.com.au

APA Orb Point Pakenham Pipeline
Phone: 1800 821 811
email: orbpointpakenham@apa.com.au

Attachment C – Business card promoting online engagement opportunities



Front of card



Back of card

To provide feedback on the Gas Import Jetty and Pipeline Project please visit the project website at

aglener.gy/ees

Or, by contacting us:



☎ 1800 039 600

✉ AGLCommunity@agl.com.au



☎ 1800 531 811

✉ cribpointpakenham@apa.com.au