

Gas Import Jetty and Pipeline Project



Summary Document

Environment Effects Statement, July 2020



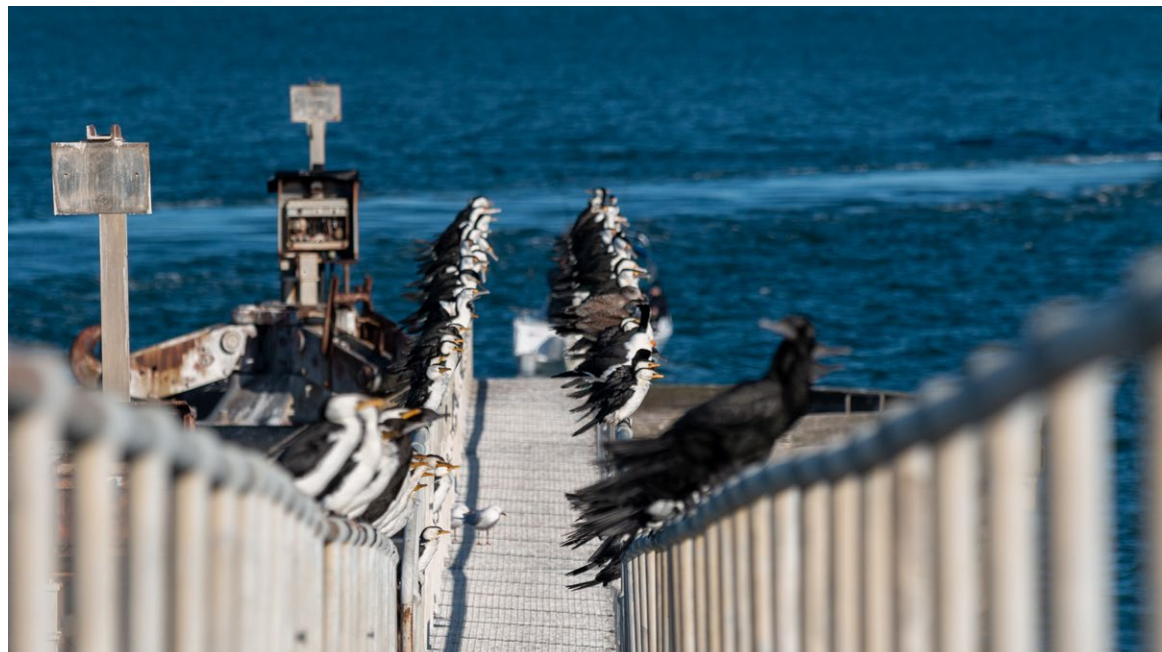
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July 2020



Contents

Introduction	2	Assessing potential Project impacts	16
Project objectives	4	Marine biodiversity	17
The Project	5	Terrestrial and freshwater biodiversity	20
Gas Import Jetty Works	7	Surface water	21
Pipeline Works	9	Groundwater	22
Project benefits	10	Air quality	22
Project planning	11	Greenhouse gas	23
Project planning and development	11	Noise and vibration	24
The EES process	12	Landscape and visual	25
Project key approvals	13	Community and workforce health and safety	26
Project development	14	Social and community	27
Stakeholder consultation	14	Aboriginal cultural heritage	28
		Historic heritage	28
		Managing potential Project impacts	29
		Next steps in the EES process	30
		Making a submission	31
		Questions?	31
		Concluding the EES process	32



Introduction

AGL Wholesale Gas Limited (AGL) and APA Transmission Pty Limited (APA) propose to construct and operate a gas import facility at Crib Point in Victoria and an underground gas transmission pipeline between Crib Point and Pakenham.

Victorian households and businesses are the largest gas consumers in Australia. While the Bass Strait gas fields have contributed to a plentiful supply of gas for Victoria and other south-eastern states since the 1960s, these reserves are starting to run out.

The Australian Energy Market Operator (AEMO) has predicted a potential gas supply shortage from 2024 onwards unless additional reserves or new gas sources are found.

The Gas Import Jetty and Pipeline Project (the Project) would supply imported natural gas into the south-eastern Australian states to meet the predicted 2024-onward shortfall.

The Project would source gas from interstate and international suppliers for residential, commercial and industrial customers in south-eastern Australia. The gas would be imported to Victoria on liquefied natural gas (LNG) carriers and transferred to a specialist ship to be converted from liquid form back into gas and then piped into Victoria's gas network.

The Project would help support Victoria's energy security and continued liveability, economic development and growth. It could also assist with Victoria's transition to a low-carbon economy.

On 8 October 2018, the Victorian Minister for Planning determined that an Environment Effects Statement (EES) was required for the Project under the *Environment Effects Act 1978* (Environment Effects Act) (Vic).

In addition, the Commonwealth Minister for the Environment and Energy determined the Project also requires assessment and approval under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act) due to its potential to impact the internationally significant, as well as listed migratory and threatened species and ecological communities.

The Victorian EES is the accredited assessment process for the purpose of the EPBC Act under a Bilateral Assessment Agreement between the Commonwealth and Victorian governments.

The EES includes a number of accompanying applications including the draft Planning Scheme Amendment, the EPA Victoria Works Approval application and the Pipeline Licence application.

The draft Mornington Peninsula Planning Scheme Amendment including an explanatory report and supporting documents has been prepared. The draft Planning Scheme Amendment is included as Attachment VI to the EES.

EPA Victoria has received an application for a Works Approval for the Floating Storage Regasification Unit component of the Gas Import Jetty Works under the Victorian Environment Protection Act 1970. The Works Approval application is included as Attachment VIII to the EES.

A pipeline licence is required under the Pipelines Act 2005 (Vic) for the construction and operation of the pipeline included in the Project. An application was made to the Minister for Energy, Environment and Climate Change in September 2018. The application was amended in June 2020. The application, as amended, is included in the exhibited documents as Attachment IX to the EES.

The EES, together with the draft Planning Scheme Amendment, the EPA Works Approval application and the Pipeline Licence application are now available for public comment. The EES and these accompanying applications will be available for public review for 40 business days.

Written submissions on any matters described in the EES and accompanying applications can be made during this time. Submissions on the draft Planning Scheme Amendment, EPA Victoria Works Approval application and the Pipeline Licence application will be treated as submissions on the EES.

Following the public exhibition period, the Minister for Planning will appoint an independent inquiry to consider the Project's environmental effects.

On receipt of the inquiry report, the Minister for Planning will then issue a written assessment of the Project's environmental effects, which must be considered by relevant Victorian statutory decision-makers before decisions on key approvals for the Project are made.

The Commonwealth Minister for the Environment must also consider the Victorian Minister's assessment before deciding whether to grant approvals under the EPBC Act, and if any conditions are imposed.

If the Project gains all required approvals, construction is anticipated to start in 2021 with operation starting in 2023.

Project proponents

AGL and APA are joint proponents for the Project. AGL is responsible for the Gas Import Jetty Works and APA is responsible for the Pipeline Works.



The AGL group has over 180 years of history in the energy industry operating across the supply chain with investments in energy retailing, thermal electricity generation and renewable projects.



APA is Australia's largest natural gas infrastructure business, owning and/or operating more than 15,000 kilometres of pipeline transmission infrastructure across mainland Australia to deliver approximately half the nation's gas requirements. APA also owns other energy infrastructure assets such as gas storage facilities, gas-fired power stations, and solar and wind farms.



Project objectives

The Project would help action AGL's commitment to deliver gas supply certainty to the south-eastern Australian states safely, within agreed timeframes and at competitive prices, while balancing economic, social and environmental factors.

The key objectives of the Project are to:



Provide gas supply certainty and security for Victorian gas customers, and to customers from other states that rely on Victoria's gas supply, to respond to forecast gas supply shortages



Expand AGL and the broader market's capacity to provide gas to where it is needed, helping to put downward pressure on gas prices



Allow the most competitive gas, most likely from overseas, to be supplied to the Australian east coast gas market



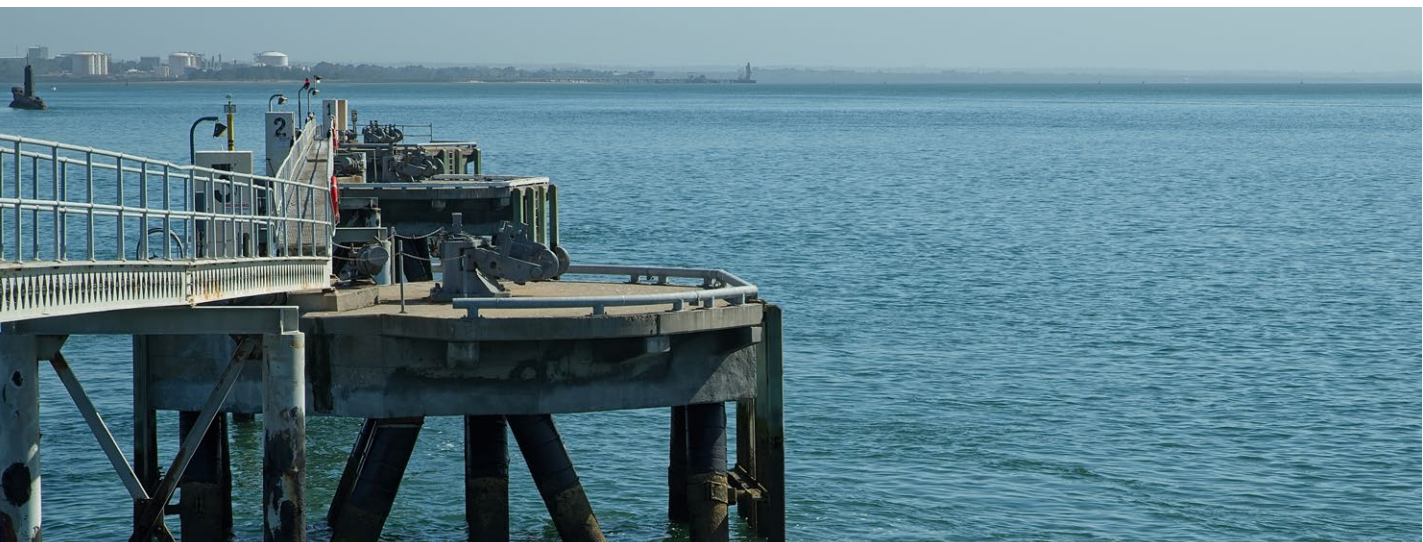
Provide an additional source of supply to the Australian gas market over the short to medium term so the market is well supplied if additional gas reserves in Australia fail to be commercialised



Provide gas supply flexibility to respond to emergencies at critical gas infrastructure such as the Longford Pipeline or the South Eastern Australia Gas Pipeline



Provide additional capacity and reliability for new residential, commercial and industrial gas customers



The Project



AGL and APA are proposing to develop the Gas Import Jetty and Pipeline Project (the Project) to supply imported natural gas into the south-eastern Australian gas market for industrial, commercial and residential gas customers. The Project would meet a projected gas supply shortfall and improve gas supply certainty from 2024 onwards.

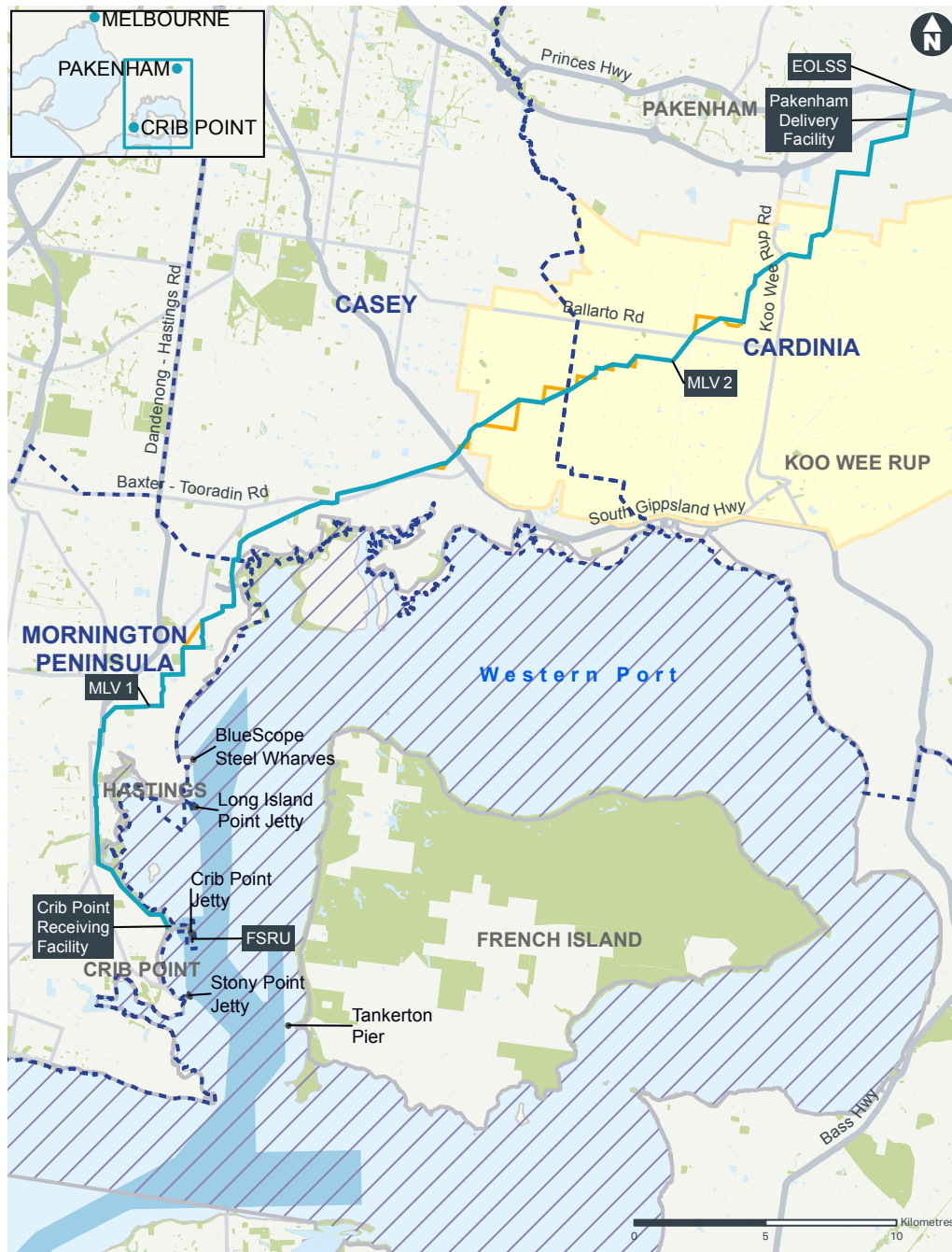
Victoria needs to find alternative sources of gas supply. The abundant gas supplies Victoria has enjoyed since the 1960s are in decline particularly from Bass Strait's Gippsland Basin fields. While Australia is a major exporter of natural gas, most of this gas is produced far from demand centres and not available to customers in the south-eastern states.

To address the projected gas supply shortfall, AGL and APA propose to develop a new gas import facility and pipeline to be constructed in Victoria.

The Project comprises two sets of works:

- **Gas Import Jetty Works** – LNG would be delivered by LNG carriers to a specialist ship continuously moored at the Crib Point Jetty where it would be converted from liquid form back into gas when required to meet shortfalls in domestic gas supply.
- **Pipeline Works** – a new underground pipeline approximately 57-kilometres long with associated above-ground infrastructure would transport the gas from the jetty into Victoria's gas network near Pakenham.

The Project would be located to the south east of the Melbourne Central Business District between Crib Point and Pakenham. The Gas Import Jetty Works would be located at Crib Point within the Mornington Peninsula Shire. The Pipeline Works would extend from Crib Point to Pakenham, crossing Mornington Peninsula Shire, City of Casey and the Shire of Cardinia. The proposed location of the Project is shown in **Figure 1**.



◀ **Figure 1:**
Project location

- Pipeline
- Pipeline Options
- Local Government Area
- Koo Wee Rup-Longwarry Flood Protection District (FPD)
- Western Port Ramsar site
- Port of Hastings boundary

Gas Import Jetty Works

Location

The Gas Import Jetty Works would be located at the Crib Point Jetty within the Port of Hastings on Western Port.

Western Port is a large tidal bay opening into the Bass Strait. Most of Western Port is designated as a wetland of international significance under the Ramsar Convention on Wetlands of International Importance. The Western Port Ramsar site covers 59,950 hectares and is Victoria's third-most important area for wading birds.

The Crib Point Jetty is part of the Port of Hastings, a commercial port with a maintained shipping channel and a number of facilities. Western Port has been used for the import and export of petroleum products since the 1960s when BP established a petroleum facility at Crib Point. The Long Island Point facility further north from Crib Point was established in 1970 and is still operational today. The Long Island Point plant carries out the final stage of processing ethane, propane and butane for distribution and stores crude oil received for distribution by ship and pipeline. The Crib Point Jetty was built as part of BP's refinery infrastructure in the 1960s and has two berths. Berth 1 is now used by United Petroleum to transfer liquid fuel to its onshore storage facility and Berth 2 is currently not in use.

The FSRU would be continuously moored at Berth 2 of the jetty. The Crib Point Receiving Facility would be located on land designated for port and related uses next to the jetty.

Project description

The Gas Import Jetty Works would include:

- a floating storage and regasification unit (FSRU) moored at the Crib Point Jetty
- infrastructure including marine loading arms (MLA) and gas piping on the jetty
- the Crib Point Receiving Facility on land next to the jetty.

When gas is needed to meet any supply shortfalls, the LNG on the FSRU would be warmed by seawater to convert it to a gas in the FSRU's onboard regasification unit. The FSRU can be operated in 'open loop' or 'closed loop' modes.

In open loop mode, seawater is drawn into the FSRU and is used to heat the LNG and convert it into a gas before the cooled seawater is discharged back into Western Port. This is the most economical way to convert the LNG but it has possible impacts of drawing small marine organisms into the intakes and has a marine discharge which would need to be maintained within acceptable limits. In closed loop mode, seawater is drawn into the FSRU and recirculated in the vessel, with steam generated on the FSRU reheating the water continuously.

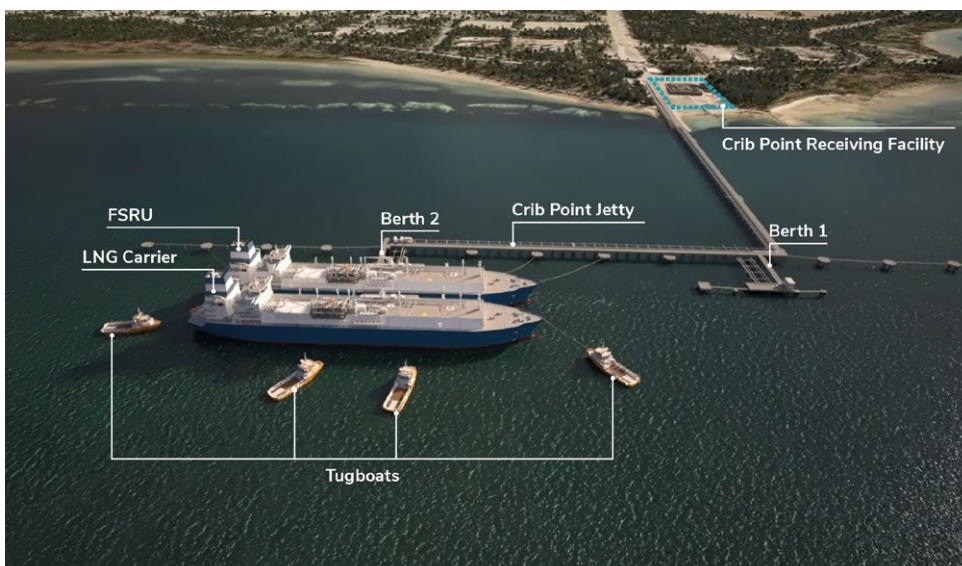
Once the LNG is converted to gas, it would be discharged from the FSRU under pressure through marine loading arms into gas piping installed on the Crib Point Jetty. The gas would then be transported from the Crib Point Receiving Facility through a new underground pipeline that would connect into Victoria's gas network near Pakenham.

Visualisations of the Gas Import Jetty Works are shown in **Figure 2** and **Figure 3**.

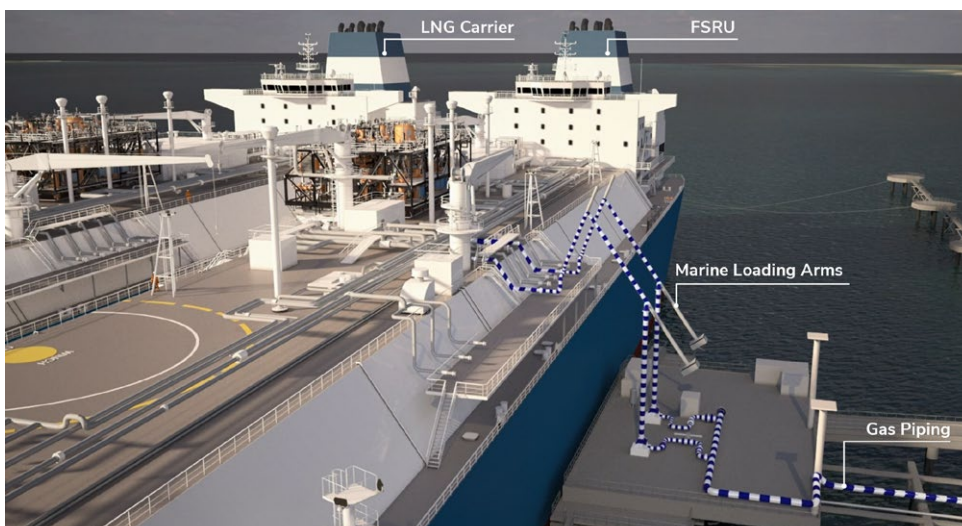
Key construction activities for the Gas Import Jetty Works would include establishment activities, the installation of jetty infrastructure including the marine loading arms, gas piping and electrical and instrumentation equipment.

The FSRU is an existing vessel. The FSRU may go through design refinements to meet requirements associated with the Project approvals and other applicable regulatory conditions. These refinements would be carried out before the FSRU is berthed at Berth 2 of the Crib Point Jetty. There would be some installation work once the

FSRU is berthed prior to start-up. This would include mounting the seawater intakes to the hull of the FSRU and fastening the MLA connection. The Gas Import Jetty Works are proposed to operate for 20 years. However, this could be extended or shortened dependent on gas supply requirements.



◀ **Figure 2:** Visualisation of a LNG carrier berthed beside the FSRU at Crib Point Jetty



◀ **Figure 3:** Visualisation of gas transfer process from FSRU into piping through marine loading arms

Pipeline Works

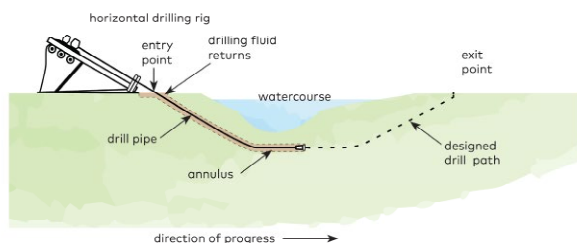
Location

The Pipeline Works comprises an underground pipeline from the Crib Point Jetty that would connect to Victoria's gas network east of Pakenham. The Pipeline Works would extend across three municipalities: Mornington Peninsula Shire, the City of Casey and the Shire of Cardinia.

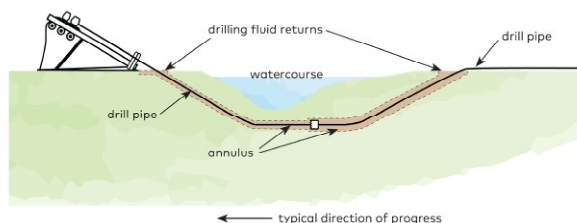
The pipeline alignment was selected to minimise impacts on sensitive land uses and follows existing pipeline easements where possible. The pipeline would pass beneath a mix of land uses including rural residential properties, road corridors, conservation reserves, hobby farms, horse studs, and agricultural and horticultural areas.

▼ Figure 4: Typical HDD process

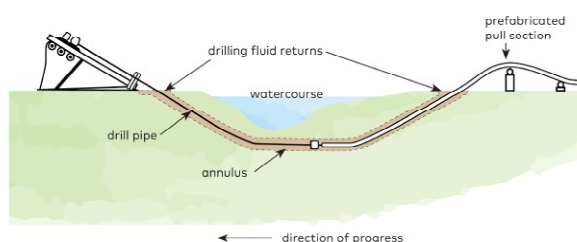
pilot hole



pre-reaming



pullback



Project description

The Pipeline Works would include:

- an underground bi-directional pipeline approximately 57 kilometres long, with a nominal diameter of 600 millimetres and buried at a depth of generally 1.2 metres below ground (to the top of the pipe)
- a pigging facility at the Crib Point Receiving Facility to enable in-line inspections of the pipeline with a pipeline inspection gauge (pig)
- the above-ground Pakenham Delivery Facility to monitor and regulate the gas which would be located adjacent to the Pakenham East rail depot
- the below-ground End of Line Scraper Station (EOLSS) located at the point the pipeline connects to Victoria's gas network north of the Princes Highway in Pakenham
- two above-ground mainline valves (MLVs) located at different points along the pipeline alignment to enable isolation of the pipeline in an emergency.

The pipeline alignment and location of associated infrastructure is shown in **Figure 1**.

Pipeline construction would mostly occur within a 30-metre wide construction right of way (ROW) throughout most of the alignment (except in some locations with restricted workspaces).

Construction techniques would include digging open trenches as well as using trenchless techniques, including horizontal directional drilling (HDD) or boring. HDD or boring techniques would be used at various points along the pipeline alignment to protect areas of social or environmental sensitivity such as creek crossings or significant habitats and to maintain access to public open space areas during construction. **Figure 4** shows how HDD is used to construct a pipeline without digging an open trench.

Other pipeline construction activities would include establishing laydown areas, constructing the pigging facility at the Crib Point Receiving Facility and constructing the Pakenham Delivery Facility, two MLVs and the EOLSS.

The Pipeline Works have a design life of 60 years and could continue to operate for other gas supply purposes if the Gas Import Jetty Works were no longer required.

Project benefits

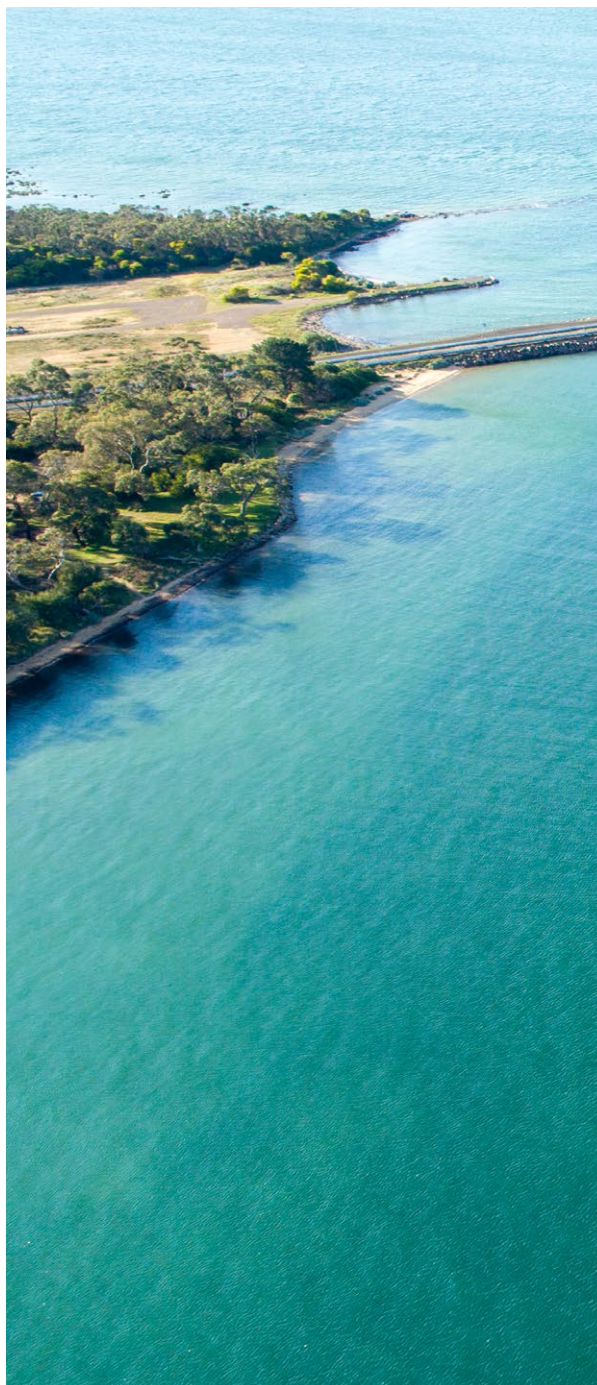
The Project would provide Victorians with additional gas supply sourced from Australian and international suppliers. It has the potential to supply up to 160 petajoules (a measure of energy) of natural gas per annum.

The Project would generate various benefits including:

- providing gas supply security for gas customers in Victoria and other states
- helping place downward pressure on gas prices for residential, industrial and commercial customers
- providing a flexible source of gas for gas-fired electricity so customers have secure and stable electricity supply as the National Energy Market transitions to renewable sources.

If the Project proceeds, AGL would also create a \$7.5 million community fund to share some of the Project's benefits with the local community. A panel of local community representatives would manage the fund.

The Project is expected to employ more than 500 workers at its construction peak. Most construction workers would be specialists from Victoria and interstate. Ongoing business and job opportunities for local suppliers and employment would include for general trade and support services such as the FSRU crew and security staff as well as for food contractors and vegetation management. The Project is expected to create more than 40 permanent jobs once it is operating.



Project planning and development

Project planning

Comprehensive environmental impact assessments were undertaken for the Project which incorporated community feedback and concerns raised during the EES development.

The Project is being assessed under the *Environment Effects Act 1978* (Environment Effects Act) (Vic) which provides for the assessment of proposed projects in Victoria that could significantly affect the environment.

The Project was referred to the Victorian Government under the Environment Effects Act as two separate projects (the Gas Import Jetty Works and Pipeline Works) on 13 September 2018.

On 8 October 2018, the Minister for Planning announced that an EES was required under the Environment Effects Act to assess the potential environmental effects of the combined projects.

The Minister's reasons for this decision was based on a range of potential significant environmental effects including (but not limited to):

- the Project has the potential for significant environmental effects, including on native vegetation and the habitat of threatened land and water species listed under the *Flora and Fauna Guarantee Act 1988* (FFG Act) (Vic), as well as risk to some aspects of the ecology in the North Arm of the Western Port Ramsar site
- the potential effects of the pipeline's construction and operation on water quality in waterways and on the Western Port Ramsar site
- the potential effects of the Project on Aboriginal cultural heritage.

While these and other potential effects could be assessed and managed through separate statutory processes, an EES is warranted to help ensure the effects and relevant uncertainties of the Project are rigorously investigated with an integrated assessment process before any statutory approval decisions are made.

In February 2019, the Victorian Minister for Planning issued scoping requirements setting out the specific environmental matters to be investigated and documented in the EES (including EPBC Act matters).



Assessment under Environment Protection and Biodiversity Conservation Act 1999

On 28 November 2018, the Commonwealth Minister for the Environment determined that each of the Gas Import Jetty Works and Pipeline Works are 'controlled actions' under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) due to their potential to have significant impacts on the internationally significant Western Port Ramsar site, listed migratory species, and listed threatened species and ecological communities.

The Victorian EES is the accredited assessment process for the purpose of the EPBC Act under a Bilateral Assessment Agreement between the Commonwealth and Victorian governments.

After considering the Victorian Minister for Planning's assessment under the Environment Effects Act, the Commonwealth Minister for the Environment or their delegate will decide whether the Project is approved, approved with conditions or refused under the EPBC Act.

The EES process

An EES is an assessment of the potential impacts of a project and its ability to meet statutory requirements. The EES process provides decision-makers (including relevant Ministers and statutory authorities) with the information they need to make decisions about whether statutory approvals for the project should be granted and, if so, what conditions should apply. The EES process is designed to be rigorous and transparent, with opportunities for stakeholders and community input.

The Project has been assessed against the EES draft evaluation objectives established by the Victorian Minister for Planning. The EES draft evaluation objectives are listed in **Table 1**. These are the Project's objectives in terms of identifying and managing potential negative impacts of the Project's construction and operation.

The specific matters the Minister for Planning issued for the Project were investigated and documented for this EES. The EES includes the results of 17 specialist studies and impact assessments.

This EES:

- describes the Project
- describes the existing environment the Project may affect
- assesses the Project's potential effects on the environment
- assesses alternative Project layouts to meet the evaluation objectives
- describes measures to avoid environmental risks and mitigate potential negative effects
- proposes an Environmental Management Framework (EMF) for managing and monitoring potential environmental effects of the Project.

Table 1: EES draft evaluation objectives

Draft evaluation objective
Energy efficiency, security, affordability and safety – To provide for safe and cost-effective augmentation of Victoria's natural gas supply in the medium to longer term.
Biodiversity – To avoid, minimise or offset potential adverse effects on native flora and fauna and their habitats, especially listed threatened or migratory species and listed threatened communities.
Water and catchment values – To minimise adverse effects on water (including groundwater, waterway, wetland, estuarine, intertidal and marine) quality and movement particularly as they might affect the ecological character of the Western Port Ramsar site.
Cultural heritage – To avoid or minimise adverse effects on Aboriginal and historic cultural heritage.
Social, economic, amenity and land use – To minimise potential adverse social, economic, amenity and land use effects at local and regional scales.
Waste management – To minimise generation of wastes by or resulting from the Project during construction and operation, including accounting for direct and indirect greenhouse gas emissions.



Project key approvals

The EES and the Minister's Assessment report provide information that decision-makers require when determining principal approvals for the Project and any conditions that may apply to the approvals.

Approvals required for the Project include:

- approval under the EPBC Act for the Gas Import Jetty Works and the Pipeline Works
- Works Approval under the Environment Protection Act 1970 (Vic) for the FSRU
- Pipeline Licence under the Pipelines Act 2005 (Vic) for the pipeline's construction and operation
- consent under the Marine and Coastal Act 2018 (Vic) for the development of marine and coastal Crown land
- a Planning Scheme Amendment which applies to the Specific Controls Overlay for the Gas Import Jetty Works including the FSRU, allowing for the application of an Incorporated Document to the site under the Mornington Peninsula Planning Scheme and in accordance with the Planning and Environment Act 1987 (Vic)
- Cultural Heritage Management Plans (CHMPs) for the Gas Import Jetty and the Pipeline Works under the Aboriginal Heritage Act 2006 (Vic)
- Safety Cases under the:
 - Gas Safety Act 1997 (Vic) for the gas transmission infrastructure for the Gas Import Jetty Works (excluding the FSRU) and Pipeline Works
 - Occupational Health and Safety Act 2004 (OHS Act) (Vic) for the FSRU¹
- permits to take or remove native flora and fauna species listed under the Flora and Fauna Guarantee Act 1988 (Vic) to construct the Project.

¹ The FSRU is not currently classified as a Major Hazard Facility (MHF) under the OHS Act. WorkSafe Victoria is considering a change to the OHS Regulations that would classify the FSRU as a MHF under the OHS Act. While the MHF laws do not currently apply, AGL would submit a safety case consistent with MHF requirements to WorkSafe Victoria for approval as if the FSRU was subsequently classified as a MFH.

Project development

The Crib Point Jetty and immediately adjacent landside area makes use of the existing, available infrastructure in a contextually appropriate setting (Port zoning and adjacent to the former BP refinery land). The proximity of the Crib Point Jetty allows for connection of a new supply source into the Victorian gas market, ensuring security and reliability of gas supply to south-eastern markets.

The pipeline alignment was developed in consultation with landholders and other stakeholders and considered public safety and potential environmental, social and economic impacts. Eleven significant revisions to the pipeline alignment were made during its design, many as a direct result of consultation with landholders and other stakeholders.

Trenchless drilling is proposed at about 40 locations along the alignment to avoid or minimise impacts on environmental values and on local communities and landholders.

Stakeholder consultation

AGL and APA have regularly engaged with a range of stakeholders since the Project's inception in July 2017. Their feedback has been important to informing the design and development of the Project and the scope of the 17 specialist studies and impact assessments prepared for the EES.

Stakeholders consulted included landholders, local communities, businesses, environment and conservation groups, non-government organisations, Commonwealth, Victorian and local governments, recreational fishing and boating groups and Registered Aboriginal Parties.

AGL and APA prepared a Consultation Plan to guide how stakeholders and the public were informed about the EES process and specialist studies and how they were provided opportunities to contribute input and feedback to the Project team.



Engagement tools and techniques included:

- community drop-in sessions in Hastings, Crib Point, Grantville, Cardinia, Pearcedale, Cowes and Officer
- advertising in local newspapers, letterbox drops and flyers to promote engagement activities such as community drop-in sessions
- business doorknocks to promote awareness of the Project and forums to discuss, identify and discuss potential business impacts
- e-news updates to keep people informed and to promote engagement and consultation opportunities
- briefings to local and Victorian Government representatives to inform them on progress of the Project's design and the EES
- individual contact with landholders who would experience short-term impacts during the pipeline's construction to identify how to reduce and manage them, and to negotiate any compensations
- meetings with stakeholders and community representatives and forums
- an online engagement hub, which provided an interactive feedback map and online discussion forum for people to leave comments and feedback
- a Project website with links to Project information and email and phone contacts for the Project
- a dedicated Project hotline and email address to answer community questions and collect feedback on the Project.


Stakeholder and community feedback has informed the design and operation of the FSRU as well as the pipeline alignment.

If the Project receives approval, construction contractors would be required to prepare and implement a stakeholder engagement process to facilitate ongoing consultation with stakeholders including local governments and other authorities, businesses, landowners, residents and community groups.

Stakeholders would be provided and have access to ongoing information about construction activities and their likely impacts. A complaints management system would document any complaints during the construction and operation of the Project as well as the actions taken to rectify and minimise their risk of happening again.



Assessing potential Project impacts



The Project was refined in response to stakeholder and community feedback and the outcomes of EES specialist studies to avoid or minimise major adverse environmental and social impacts.

The main EES report summarises the specialist studies and the potential impacts and mitigation measures identified for the Project. The EES technical reports are included as appendices to the EES and provide detailed information about each specialist study and the potential Project impacts.

The key potential Project impacts and mitigation measures identified to avoid, reduce or manage them are summarised in the following sections.

Marine biodiversity

Project activities have the potential to impact the surrounding marine environment during construction and operation of the Project. The potential impacts may involve direct impacts on biota, changes to the chemical or physical attributes of the environment, and indirect effects on habitat conditions and the ecological character of the Western Port Ramsar site. Understanding how the Project could impact marine biodiversity is an important step in developing effective and appropriate measures to avoid or mitigate impacts.

The seawater intakes and discharges from the FSRU present potential risks to the marine environment, including:

- plankton and other small organisms in seawater being drawn into the FSRU
- the discharge of chlorinated seawater back into Western Port after electrolysis treatment to control biofouling in the FSRU piping and heat exchangers (biofouling occurs when marine organisms accumulate and can block or corrode systems or structures – the electrolysis produces chlorine and other products to prevent their growth)
- when seawater discharged from the FSRU is cooler or warmer than the seawater in Western Port.

Other risks and potential Project impacts on the marine environment are associated with activities that are common to normal shipping activities. These would be readily managed with project specific mitigation measures and the existing Port of Hastings management plans that apply to all vessels using the port.

Entrapment of small marine biota

The FSRU would take in seawater from Western Port for the heat transfer process required to transform the LNG into a gas. The FSRU would also use seawater for other purposes including for cooling engines, ballast, the firefighting system and freshwater production. Sea chests on the side of the FSRU would draw the seawater into the FSRU. An electrolytic process would chlorinate the seawater to prevent biofouling and once it had served its purpose, the water would be discharged back into Western Port.

When seawater is drawn into the FSRU, small marine organisms (very small fish, zooplankton, phytoplankton, drifting fish eggs and larvae) can pass through the screens of the seawater chests and be transported through the FSRU systems. This is known as entrainment. The speed that seawater was taken into the FSRU would be managed so the flow strength was low enough to prevent the entrainment of larger marine organisms by allowing them to swim away.

A hydrodynamic model of Western Port was developed as part of the marine impact assessment to:

- help understand how small marine organisms move within and through different parts of Western Port with the tides and currents
- estimate the percentage of small marine organisms that would be entrained in seawater taken into the FSRU.

The modelling assumed that no entrained organisms would survive before seawater was discharged back into Western Port, which means the mortality estimates are the highest possible (worst case scenario).

The modelling predicts the percentage of small marine organisms entrained into the FSRU and assesses a number of different operational scenarios including:

- Peak and average rates of gas production, when operating in open loop mode – this is important because the volume of seawater continuously drawn into the FSRU regasification unit increases as the gas production rate increases.
- Open loop and closed loop operating modes – this is important because the volume of seawater used for regasification is higher in open loop mode (because closed loop mode recirculates the seawater while open loop mode continuously draws in and discharges seawater).

The largest continuous volume of seawater would be drawn into the FSRU when it is operating in open loop mode at peak gas production. The FSRU would typically operate at a lower than peak gas production rate, therefore requiring less intake of seawater.

The marine studies found that in the peak regasification operating scenario for the FSRU in open loop mode, potential entrainment impacts are predicted to be small relative to natural mortality and flushing. Significant implications on Western Port's ecosystem would be unlikely. For average (or normal) FSRU operations, the entrainment rate is predicted to be lower.

The marine studies identified that fish eggs and larvae are most abundant in the North Arm of Western Port during spring and summer. The potential effects of entrainment on fish eggs and larvae would therefore be highest over spring and summer.

To minimise potential entrainment impacts the FSRU is proposed to operate at a 14-day moving average (mean) regasification seawater flow of 312,000 cubic metres (m³) per day between September and February (inclusive). The use of a 14-day moving average reflects the sensitivity of certain marine biota and accounts for their renewal rate and the flushing rate in North Arm of Western Port that has been established as part of the marine entrainment investigations.

The proposed 14-day average (mean) regasification seawater flows for March to August (inclusive) is 468,000 m³ per day.

Seawater discharges

Once the seawater was used on the FSRU it would be discharged into Western Port. The discharged seawater would contain chlorine-produced oxidants and products from the electrolysis of seawater used to control biofouling in the FSRU piping and heat exchangers. This seawater would be either cooler or warmer than the water in Western Port, depending on whether open loop or closed loop regasification mode was used (water discharged in open loop mode is cooler than water discharged in closed loop mode).

Modelling was developed to understand the potential effects on the marine environment when cooler or warmer seawater containing chlorine-produced oxidants was discharged into Western Port. In addition, guideline values for temperature and chlorine-produced oxidants were developed using the outcomes of the marine investigations and in association with leading agencies such as the CSIRO. The modelling also assessed a range of FSRU operating scenarios to understand how each scenario affected the results.

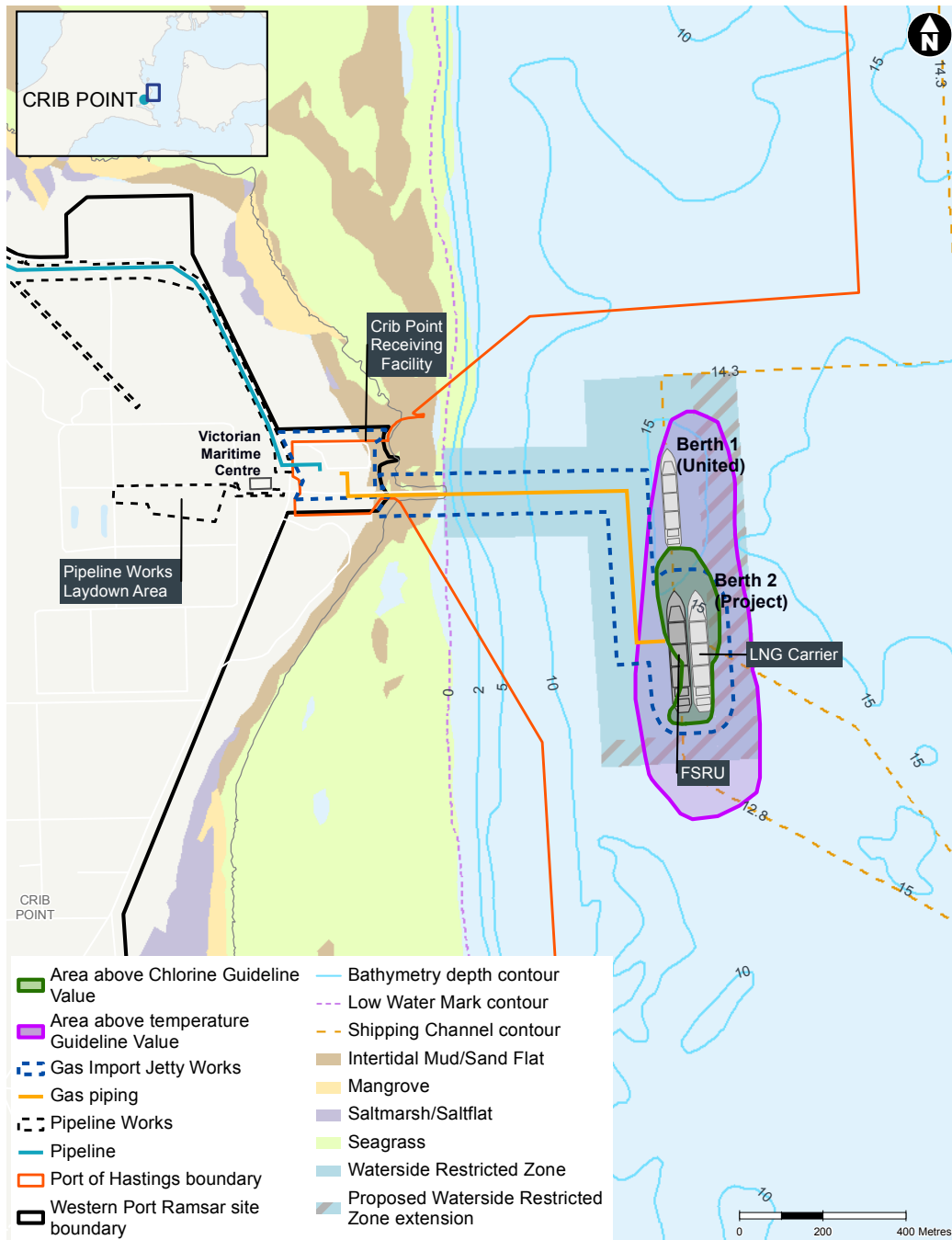
For all modelled FSRU operating scenarios, the predicted extent of the area above the temperature and chlorine guideline values is limited to the shipping basin and ship berthing areas within Port of Hastings boundaries.

The combined area of the seabed where the guideline values for temperature and chlorine are predicted to be exceeded under the worst-case modelled scenario is shown in **Figure 5**. This area comprises seabed that has previously been dredged and is regularly subject to sediment resuspension by propeller wash from existing shipping activities at the Crib Point Jetty.

Water temperature and chlorine associated with discharged seawater from the FSRU would not impact mangroves, saltmarsh, seagrasses and subtidal reefs, nor fauna such as waterbirds that use these habitats.

Once the FSRU is operating, a marine monitoring program would verify that actual environmental impacts are not greater than predicted. If any unexpected circumstances are detected, appropriate action would be taken to meet the environmental responsibilities of AGL and APA.

The marine monitoring program would be required in relevant approvals such as the Works Approval and EPA Victoria licence for the FSRU and the EPBC Act approval for the Gas Import Jetty Works.



Terrestrial and freshwater biodiversity

The initial pipeline alignment between Crib Point and Pakenham considered previous and existing land uses, opportunities for co-location with existing infrastructure and the potential to use already disturbed areas cleared of native vegetation.

Refinements were then made to the pipeline alignment and construction methodology to avoid or minimise impacts on native vegetation including habitat for threatened and non-threatened plants and animals.

This included using horizontal directional drilling (HDD) to construct the pipeline instead of using open trenching to avoid direct impacts at various sensitive locations, such as where dense vegetation provides important habitat and at more sensitive waterway crossings. HDD is proposed to be used at about 40 locations along the pipeline alignment.

More revisions to the pipeline alignment and construction methodology were made to avoid Southern Brown Bandicoot habitat (such as at Cardinia Creek) as well as the habitat and populations of Merran's Sun-orchid, Gaping Sun-orchid and Pallid Sun-orchid.

HDD is not feasible in some locations. Open trenching would be unavoidable through areas of suitable habitat for Dwarf Galaxias and Australian Grayling (at the Craigs Lane Drain, Tooradin Inlet Drain, Hagelthornes Drain and Western Outfall Creek). This may cause minor, short-term impacts to these species and the EES identifies mitigation measures to reduce potential impacts on possible habitat for these species.

The Project's construction would require removing approximately 17 combined hectares of native vegetation, including scattered and large trees, as well as individual examples of significant plant species or their habitat.

Removing native vegetation can fragment habitat for species such as the Southern Brown Bandicoot. Re-establishing dense ground cover as soon as possible after construction would minimise potential fragmentation and connectivity impacts. Any native vegetation losses would be offset in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (DELWP, 2017).

The potential for direct and indirect impacts on plants and animals from the Project's operation were also investigated, such as disturbance from noise and light and possible food chain impacts from seawater intakes and discharges from the FSRU.

The studies found the Project's operation would be unlikely to significantly impact terrestrial or freshwater plant and animal values. Mitigation measures and monitoring during construction and operation would reduce the potential for minor impacts and enable a response to any unforeseen impacts.



Merran's
Sun Orchid

Surface water

The Project's construction within predominantly rural surface water catchments has potential to alter flow characteristics and impact water quality within waterways and receiving waters.

The study area for the surface water impact assessment contains 64 waterways and surface drains the pipeline would cross. These include seven main waterways and 57 minor waterways and surface drains.

Key potential impacts on surface water quality without mitigation measures in place include:

- runoff from disturbed areas containing sediment entering waterways
- sediment being discharged to nearby waterways and deposited into the Western Port Ramsar site from trenching, stockpiling of materials and the creation of disturbed areas.

HDD would be used at waterways where there is a risk of significant amounts of sediment potentially entering them and draining into the Western Port Ramsar site. In addition to using HDD at higher risk waterways, potential surface water impacts from construction activities could be managed by implementing mitigation measures including:

- water from excavated trenches/hydrostatic testing would be collected and treated if necessary
- any runoff would be appropriately managed
- watercourse trenching would be appropriately managed, including by constructing trenched crossings of ephemeral watercourses during no flow conditions when possible and completing reinstatement works as soon as possible

- further geotechnical investigations to confirm the suitability of using HDD and boring for trenchless crossings at waterways would be conducted
- appropriate fuel and chemical storage and spill management
- materials would be stockpiled according to the relevant mitigation measures to prevent sediment runoff.

The pipeline would be underground so would not cause any permanent changes to existing topography once it was operating which could redirect flows or increase flood levels.

The design of permanent surface structures including the facilities at the Crib Point Receiving Facility and the Pakenham Delivery Facility would maintain existing overland flow paths and not increase flood levels upstream of these sites.



Groundwater

Several of the potential groundwater impacts associated with constructing the Pipeline Works are related to lowering groundwater levels if dewatering activities are required.

Dewatering has the potential to affect registered bore users, groundwater dependent ecosystems and encourage saline intrusion into fresher water. In addition, the quality of groundwater could be reduced by HDD drilling muds, runoff entering open trenches and auger drilling for piling causing aquifers to connect.

The groundwater studies found that potential construction impacts on groundwater would be minor and could be managed with mitigation measures including:

- limiting the duration of dewatering activities
- using non-toxic and biodegradable HDD drilling muds where practicable
- conducting works in low or no flow conditions
- using contractors suitably qualified and experienced in trenchless installation techniques and piling
- compacting the backfill after trenching using excavated material where practicable to reduce potential for preferential lateral flow along the trench
- minimising the time that trench sections were open.

Longer-term potential impacts on groundwater were also considered. These included preferential flow paths within the trenched sections of the Pipeline Works and impeded groundwater flow due to piles installed for the Crib Point Receiving Facility.

The assessments found limited potential for longer-term groundwater impacts with mitigation measures implemented, such as compacting the backfill after trenching, installing trench breakers, limiting the size of the piling footprint and spacing the piles an appropriate distance apart.

The assessments found very limited potential for groundwater quality and movement to affect the ecological character of the Western Port Ramsar site.

Air quality

The potential air quality impacts of the Project's construction would occur from dust generated by machinery and vehicles. Dwellings and other sensitive receptors near the construction works may be exposed to nuisance dust but only for short times because construction would move progressively along the pipeline alignment.

Dust from construction works is common and readily managed with industry-standard mitigation measures set out in the Construction Management Plans for the Project. No human health impacts from dust generated from the Project's construction are predicted with mitigation measures implemented.

Once operating, the FSRU would meet the State Environment Protection Policy (Air Quality Management) (SEPP (AQM)) design criteria at sensitive receptors such as residences. No air quality impacts on other areas such as public spaces adjacent to Crib Point Jetty are predicted.

Some minor exceedances of the SEPP (AQM) design criteria over water are predicted for nitrogen dioxide. However, air quality impacts would be negligible as the exceedances would mostly be within the exclusion zone for port operations at the jetty. For the gas fuelled scenarios, formaldehyde concentrations exceed the SEPP (AQM) design criterion within approximately 200 metres of the FSRU, at a number of areas over water to the south and east of the FSRU and a small area of the Crib Point foreshore. Maximum predicted ground level formaldehyde concentrations are approximately 15 per cent of the Protective Action Criteria, indicating no adverse health impacts on workers or receptors in the vicinity of the FSRU.

Greenhouse gas



The Project would produce greenhouse gas emissions through various activities, including the use of fossil fuels in machinery and vehicles used for its construction and for the operation of the FSRU's regasification unit.

The Project's estimated Scope 1 (direct emissions) and Scope 2 (indirect emissions) construction emissions are estimated to contribute the equivalent of 0.02 per cent of Victoria's annual greenhouse gas emissions.

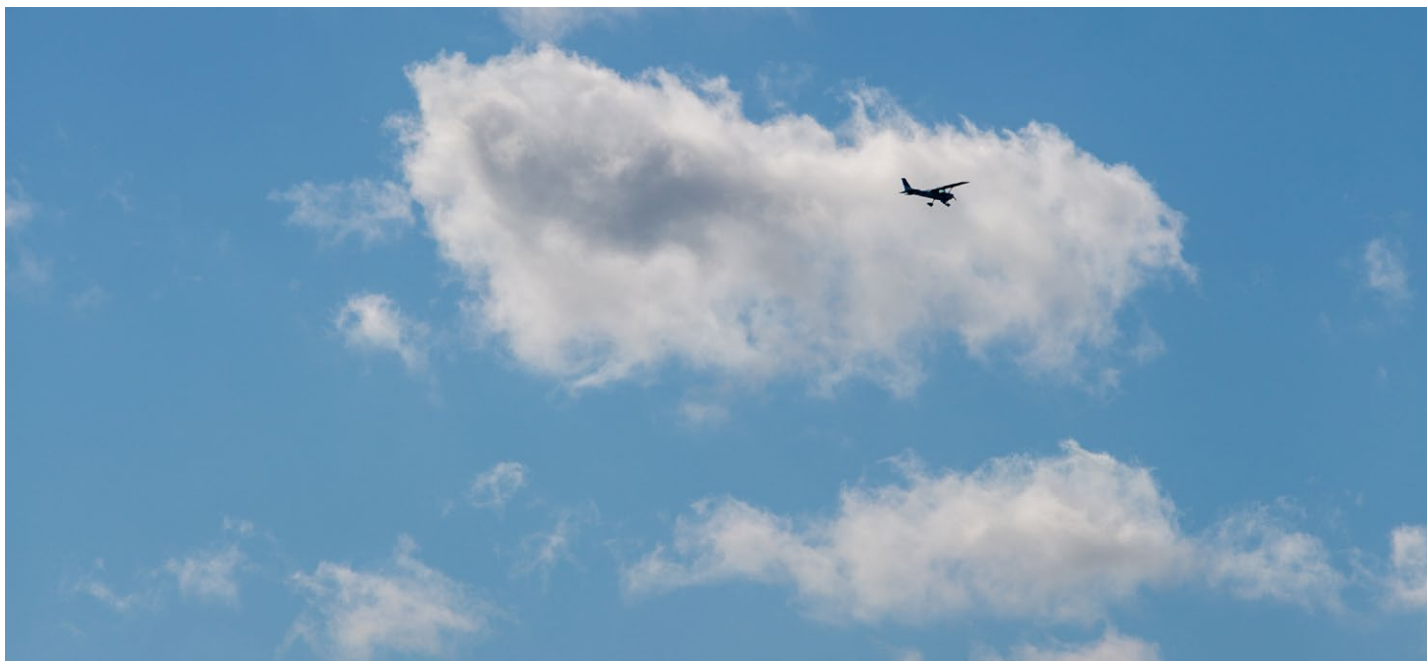
Greenhouse gas emissions were estimated for open and closed loop modes on the FSRU. The emissions were calculated using a conservative approach that assumed the FSRU would produce the upper limit of 160 petajoules of natural gas over a 12-month period.

Scope 1 and 2 annual greenhouse gas emissions from the Project's operation are estimated to be the equivalent of 0.23 per cent of Victoria's annual emissions in closed loop mode and 0.06 per cent under in open loop mode.

The overall greenhouse gas emissions per annum for the combined construction and operational phases of the Project (in either closed or open loop modes) are the equivalent of less than one per cent of Victoria's total annual greenhouse gas emissions.

Scope 1 – Direct emissions of greenhouse gas from sources that are owned or operated by a reporting organisation (examples include combustion of diesel in company-owned vehicles or used in on-site plant and equipment)

Scope 2 – Indirect emissions associated with the import of energy from another source (examples include import of electricity from the grid, or heat)



Noise and vibration

The Project's potential noise impacts were modelled at sensitive receptors at Crib Point and along the pipeline alignment.

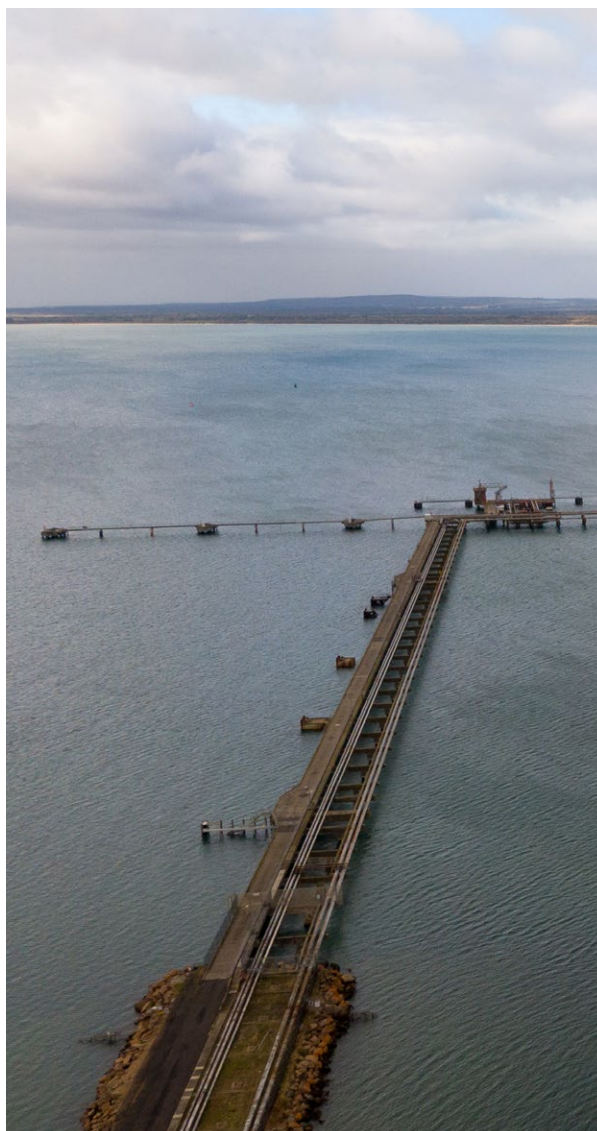
Noise levels at dwellings and other receptors near the construction works are predicted to be higher than current levels for a short time. The noise would mostly be caused by vehicles and other plant and equipment needed to efficiently construct the pipeline and the Project's permanent facilities such as the Crib Point Receiving Facility.

Construction works would be conducted during EPA Victoria normal working hours (where possible) and managed by adopting good practice techniques set out in the EPA Victoria publication 1254 – *Noise control guidelines*.

Noise and vibration during the Project's construction may reduce amenity for some receptors (such as nearby residential dwellings) but likely only for a short time due to the linear progression of the pipeline's construction.

Unavoidable night works associated with HDD construction are predicted to have the greatest impact without additional on-site mitigation measures. When on-site mitigation measures could not adequately reduce this noise, off-site management measures would be implemented in consultation with affected residents.

The FSRU, Crib Point Receiving Facility and the Pakenham Delivery Facility would be designed to meet the noise criteria set out in EPA Victoria publication 1411 – *Noise from industry in regional Victoria (NIRV)* and EPA Victoria publication 1413 – *Applying NIRV to proposed and existing industry*. Verification monitoring for the various operation scenarios for the Project is proposed to be conducted within six months of its commissioning to demonstrate compliance with criteria established for the Project.



Landscape and visual

Views to the Project and the potential for the visible parts of the Project to change the landscape character were considered when selecting and refining the pipeline alignment and other operational facilities.

Facilities would be located away from sensitive areas or prominent parts of the landscape where possible, and co-location with similar facilities has been sought. This includes using the existing Crib Point Jetty to moor the FSRU, as other vessels already regularly berth at the jetty and use the shipping channels in the North Arm of Western Port.

Lights from the FSRU and the onshore facilities such as the Crib Point Receiving Facility may be partially visible from some locations but would mostly be screened by vegetation. The lights would also be visible from open space areas along the foreshore including Woolleys Beach at Crib Point but the landscape and visual impact assessment concluded these lights would not significantly impact the use or enjoyment of these coastal foreshore areas.

Potential landscape and visual impacts would be minimised by:

- reinstating the ROW progressively after the pipeline's construction with consideration of the vegetation composition and ground surface adjacent to the area
- planting screening vegetation to above-ground facilities
- selecting materials and finishes to complement the setting and environment and minimise reflective surfaces
- maintaining surfaces to prevent aesthetic deterioration.

Implementing these mitigation measures would minimise the Project's potential impacts on landscape values and visual amenity.



Community and workforce health and safety

LNG shipping and facilities including processing plants and marine terminals have a strong worldwide industry safety record. LNG has been shipped for over 50 years in increasing quantities without a major accident resulting in the loss of LNG cargo.

Understanding the safety, hazards and risks associated with the Project is critical to ensure that systems and procedures are in place to eliminate or minimise risks to people, property and the environment.

AGL and APA have undertaken and would continue to undertake formal safety studies and hazard assessments for the Project as detailed design is progressed. Once the EES process is complete, approvals would be required from relevant authorities for the final design.

The construction workforce would be exposed to hazards routinely experienced when constructing major infrastructure projects. Heavy equipment and lifting, excavation work and working over water present some of the major hazards. Risks of injury or environmental damage from these hazards would be managed with industry standard workplace health, safety and environmental measures.

Signage and fencing to keep the public away from work sites as well as traffic management where construction vehicles present a hazard to pedestrian and traffic safety would lower risks to the community during the Project's construction.

The risk of gas igniting with a fire or explosion once the Project was operating was a primary focus of the hazard analysis, risk assessments and safety studies. The risk of death from major potential incidents at the Gas Import Jetty Works and Pakenham Delivery Facility do not present an unacceptable or disproportionate risk to any adjacent land uses. Quantitative risk assessments conducted for the Project showed the facilities meet the requirements of relevant regulatory guidelines.

The pipeline Safety Management Study assessed a wide variety of potential threats to the Pipeline Works. Credible threats were further evaluated and mitigation measures incorporated into the design. Of the credible threats, one was evaluated as presenting an intermediate level of risk. This related to the risk of a vertical auger puncturing the pipeline when boring (drilling) to install new electricity poles.

Mitigation measures to address this risk were developed and incorporated into the pipeline design including physical protective measures such as increased pipe wall thickness and greater than required depth of cover material above the pipeline. This means the pipeline design exceeds the requirements of the Australian standard for pipeline design (AS/NZS 2885.1).

Additional mitigation measures include:

- the Project would be designed, constructed and operated to meet relevant safety standards
- a process control system and an automated emergency shutdown system would monitor for any abnormal conditions
- fire protection for the Gas Import Jetty Works would comply with Australian standards
- storage and handling of dangerous goods would comply with Australian standards
- routine visual monitoring of chemical and fuel storage facilities would occur
- emergency response plans would be developed and implemented for the Project's construction and operation
- a site safety advisor would be appointed during construction.

Safety assessments conducted for the Project indicated the Gas Import Jetty Works and the Pipeline Works would comply with all relevant safety standards and would not pose unacceptable risks to people, property and the environment.



Social and community

The Project would provide gas supply certainty and security for Victorian gas customers and assist to place downward pressure on gas prices. It would also provide a flexible source of gas-fired electricity as the National Energy Market transitions to more renewable sources.

AGL has committed to a \$7.5 million community fund if the Project proceeds to share some of its benefits with the local community. A panel of community-based representatives would manage the fund.

The Project is expected to employ more than 500 workers at its construction peak. Most would be specialists from Victoria and interstate. Ongoing business and job opportunities for local suppliers and employment would include for general trade and support services such as the FSRU crew and security staff and food contractors and vegetation management. The Project is expected to create more than 40 permanent jobs once it starts operating.

The Project avoids direct impacts on community facilities including public open space areas. Where these areas can't be avoided, mitigation measures such as using HDD techniques to construct the pipeline through Warringine Park would maintain access during construction.

Potential short-term adverse impacts on nearby residents and community facilities during construction relate to amenity impacts such as noise and dust emissions and a range of mitigation measures have been developed. In addition, a Stakeholder Engagement Management Strategy will facilitate ongoing consultation with stakeholders including councils and potentially affected community members.

Using existing infrastructure within the Port of Hastings has minimised impacts on the local community around Crib Point and Hastings as much as possible. The FSRU would use existing mooring at Berth 2 of the Crib Point Jetty and the landside facilities would be on vacant land within the Port Zone and would not encroach on existing public open space to the north and south including Woolleys Beach.

Community consultations and the assessment of potential social impacts identified that some local people consider using existing port facilities as not compatible with the use of adjacent areas for social activity and active and passive recreation.

The social impact assessment also found that some users of recreational areas at Crib Point may decide to use other nearby recreational areas due to concerns with noise and lighting from the Project's facilities. Consultations with the Crib Point Stony Point Committee of Management Inc. and the community would identify a suitable foreshore location and propose additional recreational infrastructure to accommodate activity displaced from Woolley's Beach North.



Aboriginal cultural heritage

Three Cultural Heritage Management Plans (CHMPs) were prepared to comply with the EES process and to assess the likelihood of harming Aboriginal cultural heritage within the Project's construction and operation footprint.

The CHMPs for the Pipeline Works (CHMPs 15383 and 152384) and the Gas Import Jetty Works (CHMP 16300) identified 14 registered Aboriginal cultural heritage places within the construction and operation footprint. Four of these places were previously registered and an additional 10 were identified during investigations for the CHMPs. The Project's construction is expected to disturb some of these places. The study identified additional risks including the disturbance of not previously registered Aboriginal cultural heritage places.

Mitigation measures include implementing and complying with the CHMP management conditions and marking construction areas with survey pegs and/or marking tape or similar to keep construction works within approved CHMP Activity Areas.

The management conditions for each CHMP were developed in consultation with relevant regulatory bodies and Traditional Owner groups. The conditions include general and specific conditions and they become legal requirements once the CHMPs are approved under the *Aboriginal Heritage Act 1996* (Vic).

Historic heritage

A total of 22 historic sites were identified in the historic heritage impact assessment study area. Of these, 13 are located within 100 metres of the Project's construction and operation footprint.

The only identified heritage site that construction of the pipeline would directly impact is the curtilage of the Denham Road farmhouse. The site comprises the remnants of a 19th century farmhouse complex, as shown in **Figure 6**.

There is also potential for the construction works to directly impact the former BP refinery administration building with vibration from trenching and a laydown area near the building's curtilage (the building and its allotment in a three-dimensional setting, including beneath the site).

Mitigation measures to avoid, minimise and manage potential impacts on historic sites would be:

- trenchless construction techniques (mainly HDD) at the Denham Road farmhouse,
- a condition survey and monitoring of the former BP refinery administration building before and after construction to determine any damage, and the rectification of any damage identified
- the Environmental Management Plan would include a procedure for any unexpected cultural heritage objects found during construction to guide their collection or salvage.

Implementing these mitigation measures would address any anticipated impacts on historic heritage from the Project's construction and operation.

▼ **Figure 6:** Denham Road farmhouse site



▼ **Figure 7:** Denham Road farmhouse foundations



Managing potential Project impacts

An Environmental Management Framework (EMF) was developed as part of the EES. The EMF clarifies how potential environmental impacts of the Project identified in the EES will be captured within the required statutory approvals and consents.

The objectives of the EMF are to:

- set out the mitigation measures developed in this EES to avoid, minimise or offset potential environmental, social and safety impacts and identify the relevant statutory approvals and consents that will give effect to these mitigation measures
- ensure clear accountabilities are identified for implementing the environmental management requirements of the Project and for monitoring implementation of statutory approval conditions.

AGL and APA will use the EMF, statutory approvals and consents and any associated Environmental Management Plans to implement the mitigation measures and monitor the implementation of statutory approval conditions.

The EMF also outlines a program for community consultation, stakeholder engagement and communication during the Project's construction, rehabilitation works and its operation, including opportunities for stakeholders to engage with AGL and APA to seek responses to any issues that arise.



Next steps in the EES process

The EES for the Project, including the draft Planning Scheme Amendment, EPA Victoria Works Approval application and the Pipeline Licence application will be on public exhibition for 40 business days.

Written submissions on any matters described in the EES and approvals and licence documents can be made during this time.

Submissions can also be made on the draft Planning Scheme Amendment (Attachment VI *Draft Planning Scheme Amendment*), the Works Approval application (Attachment VIII *Works Approval Application*) and the Pipeline Licence application (Attachment IX *Pipeline Licence Application*).

The EES documents including the approvals and licence documents will be available online at www.gasimportprojectvictoria.com.au.

Register to receive an EES information pack, free of charge by phoning 1800 039 600 or emailing AGLcommunity@agl.com.au. An EES information pack contains:

- A USB loaded with the complete EES, draft Planning Scheme Amendment, EPA Works Approval and Pipeline Licence application
- A printed EES Summary Document
- A printed copy of the EES Map Book
- An information sheet on 'How to Navigate the EES'.

For those who may have accessibility issues, or where electronic options are impractical, hard copies may be requested, free of charge. Requested items will be provided in time for the start of the exhibition period. For requests received after exhibition starts, items will be provided within a week of your request.

Please note the EES is a long document and we encourage the use of electronic versions.

Making a submission

Submissions on the Gas Import Jetty and Pipeline Project EES, draft Planning Scheme Amendment, the Works Approval application and Pipeline Licence application must be made in writing and received by 11.59pm on Wednesday 26 August 2020.

Each submission will be treated as a submission in response to all the exhibited documents, so only one submission addressing all of your views about the Project is needed.

Online submissions are preferred and can be lodged via the Victorian Government's engagement website at www.engage.vic.gov.au/crib-point-IAC.

For hard copy submissions to be considered, they must be accompanied by a coversheet, available by calling the Department of Environment, Land, Water and Planning Customer Service Centre on 136 186. Each written submission must have its own coversheet. Submissions cannot be directly copied from another.

All submissions must state the name and address of the person making the submission. Where a submission is made by two or more persons (including an organisation), it must state the name and address of the person who will speak to the submission in any public hearing and be the contact person for the submission. Anonymous submissions will not be considered. Submissions will be treated as public documents and will be published on the Victorian Government's engagement website. Therefore your submission and your name will be made public.

Information about the EES submission process or public hearings is available from the DELWP website at www.delwp.vic.gov.au or by phoning its Customer Contact Centre on 136 186.



Questions?

More detail about the Gas Import Jetty and Pipeline Project is available at www.gasimportprojectvictoria.com.au.

Gas Import Jetty Works

Queries should be directed to AGL Wholesale Gas Limited Senior Manager - Land and Approvals, AGL
Address: Level 24, 200 George Street, Sydney, NSW 2000
Phone: 1800 039 600
Email: AGLcommunity@agl.com.au

Pipeline Works

Queries should be directed to APA Transmission Limited Licencing and Approvals Lead, APA Group
Address: Level 25, 580 George Street, Sydney, NSW 2000
Phone: 1800 531 811
Fax: 03 9797 5295
Email: cribpointpakenham@apa.com.au

EES process

Impact Assessment Unit, Department of Environment, Land, Water and Planning
Phone: (03) 8392 5503 or 8392 5570
Email: environment.assessment@delwp.vic.gov.au

EPA works approval

Development Assessment Unit, EPA Victoria
Phone: 1300 372 842
Email: works.approvals@epa.vic.gov.au

Pipeline licence application

Pipelines Regulation, Department of Environment, Land, Water and Planning
Phone: 136 186
Email: pipeline.regulation@delwp.vic.gov.au

Inquiry and Advisory Committee process

Planning Panels Victoria
Phone: 136 186

Concluding the EES process

The Minister for Planning will appoint a joint Inquiry and Advisory Committee (IAC) under the *Environment Effects Act 1978* and the *Planning and Environment Act 1987*. The IAC will also be appointed as a panel under other applicable legislation. It will review the public submissions, the EES, the draft Planning Scheme Amendment, the EPA Works Approval application and the Pipeline Licence application. It will review and consider the environmental effects of the Project in accordance with Terms of Reference issued by the Minister for Planning.

After the exhibition period, the IAC will hold a directions hearing in mid to late September 2020, where the necessary arrangements and timetable for the public hearing will be established. The public hearing is expected to commence from mid October 2020.

Information on the hearing process and timetable will be published as it becomes available at: www.engage.vic.gov.au/crib-point-IAC

Members of the public and any other parties seeking to be heard at the public hearing are required to submit a written submission as outlined above and indicate that they would like to be heard at the hearing.

As a result of the current pandemic, the Minister has provided AGL and APA with amended procedures and requirements for the exhibition and inquiry phase of the Project. These state that the formal hearing would be conducted in the most practicable manner available under the prevailing circumstances and may include use of video conferencing or other comparable technology. Interested parties would be advised of this process closer to the date of the inquiry.

Following receipt of the inquiry report, the Minister for Planning will assess all relevant information including the EES documents, public submissions and the inquiry report. The Minister will then issue a written assessment of the Project's environmental effects, commonly known as the 'Minister's Assessment'. This assessment will recommend whether the Project's environmental effects are acceptable and set out any modifications or further management measures the Minister considers appropriate.

The Minister's Assessment must be considered by relevant Victorian statutory decision-makers responsible for determining key approvals for the Project.

The Commonwealth Minister for the Environment must also consider the Victorian Minister's assessment before deciding whether to grant approvals under the EPBC Act, and if so under what conditions.



Gas Import Jetty and Pipeline Project

www.gasimportprojectvictoria.com.au

General and Gas Import Jetty enquiries
1800 039 600
AGLcommunity@agl.com.au

Pipeline enquiries
1800 531 811
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