



**GAS IMPORT JETTY AND PIPELINE PROJECT  
ENVIRONMENT EFFECTS STATEMENT  
INQUIRY AND ADVISORY COMMITTEE**

**TECHNICAL NOTE**

**TECHNICAL NOTE NUMBER:** TN 020  
**DATE:** 14 October 2020  
**LOCATION:** Pipeline Works  
**EES/MAP BOOK REFERENCE:** Technical Report J  
**SUBJECT:** Response to IAC RFI 93-94 + 96 - Section 11.1 in relation to use of rail line right of way  
**SUMMARY** Further information regarding alignment within the Hastings rail corridor  
**REQUEST:** See below

**NOTE:**

[93]

**Explain what are “the studies conducted for the EES” referred to at page 2-37 of Chapter 2 of the EES in relation to the rail corridor alignment, noting the preferred pipeline route options assessed in the Route Options Report skirt around Hastings to the east or west and the pipeline alignment in the EES utilises the rail reserve through Hastings.**

1. “the studies conducted for the EES” referred to at page 2-37 of Chapter 2 of the EES are the:
  - a. EES Technical Report J: Traffic
  - b. EES Technical Report L: Land use
  - c. EES Technical Report N: Business impact assessment
2. The Route Options Report (IDM Partners, Attachment 6 to EES Attachment IX – Pipeline Licence Application), prepared at an early stage of project planning, identified route options CPDR#3a, CP-DR#3b and CP-DR#3c as the most favourable routes. These routes utilised the Hastings foreshore. Mornington Peninsula Shire Council expressed a lack of support for the foreshore alignment on initial consultation on the alignment.
3. The rail corridor alignment was considered constrained due to the location of the existing pipelines in the railway reserve. This has been overcome, in part, through the use of HDD construction methods. The use of HDD construction methods has allowed these constraints to be sufficiently overcome.

[94]

**Explain how the proposed EES pipeline alignment utilising the rail reserve come about and advise whether an assessment was made of the potential risks for this change to the alignment.**

4. The rail alignment was considered suitable by APA early in the project, although constrained by other pipelines. Use of the rail corridor was initially challenged by VicTrack.
5. The Project considered alternative alignments including the Frankston – Flinders Road and Hastings High Street.
6. Consultation with VicRoads identified significant constraints on the alignment through Frankston – Flinders Road
7. Initial assessment of traffic, land use and business impacts identified more severe potential impacts from the Frankston – Flinders Road alignment.
8. Mornington Peninsula Shire Council expressed a lack of support for the foreshore alignment on initial consultation on the alignment.
9. Consultation through the EES process, and via the Technical Reference Group, assisted in VicTrack reconsidering the rail alignment.
10. The rail alignment is considered suitable as it positions the pipeline in an infrastructure corridor (in the rail reserve) along with 4 other pipelines. This reduces the impact to surrounding land, business and community.

#### Risk Assessment

11. A full Safety Management Study (SMS) under AS2885 was undertaken when the pipeline route change was proposed. The SMS has been provided to the IAC on a confidential basis (document 96). VicTrack representatives attended the SMS.
12. The construction technique through large lengths of the railway corridor is with deep horizontal directional drilling. Typical depths exceed 15m which is well below any other utility or rail infrastructure. Those depths also eliminate many threats to the pipeline in those locations.
13. The rail corridor contains existing oil and gas transmission pipelines. The co-location of this pipeline with others qualitatively improves the strength of procedural controls such as pipeline patrolling, signs and dial before you dig.
14. VicTrack's preferred third party verifier has been engaged to further assess the risks during construction and operation utilising VicTrack's published requirements and relevant Australian Standards.

[96]

**Explain how the proposed alignment impacts on future rail line upgrade options, noting the proposed pipeline alignment follows the Crib Point rail line right of way through Hastings.**

15. As set out in EES Technical Report J: Traffic (p 19), while the pipeline alignment is proposed to travel along the Stony Point railway corridor through Hastings, this would not preclude future significant upgrade of the passenger rail service if warranted. The short distance through which the railway corridor is utilised (approximately 3.5 kilometres) would allow for considerable operational flexibility (comparable to that of existing outer suburban metro



railway lines) even if the entire length of the line were not duplicated. This would be achieved through strategically located passing loops on either end of Hastings that would support rail operational frequencies supportive of foreseeable future service objectives.

16. The construction technique through large lengths of the railway corridor is with deep horizontal directional drilling. Typical depths exceed 15m which is well below any other utility or rail infrastructure. Those depths also eliminate many threats to the pipeline in those locations.
17. VicTrack have formally advised that they do not object to this alignment. A copy of a letter from VicTrack confirming it has no objection to the alignment is attached to Technical Note 005 (issued in response to IAC RFI 97).

**CORRESPONDENCE:** N/A

**ATTACHMENTS:** N/A