Aurecon Hatch
ABN 21 646 421 651
152 Wharf Street
Spring Hill Queensland 4004
Australia

T: +61 7 3166 7700
F: +61 7 3166 6555
E: ahbne@aureconhatch.com
W: aureconhatch.com

WICET EIS Change Request - Addendum
Wiggins Island Coal Terminal
WICET Pty Ltd

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1. Introduction

Wiggins Island Coal Export Terminal Pty Ltd (WICET) is proposing changes to its greenfield coal terminal, the Wiggins Island Coal Terminal (the Project or Terminal), in response to a change in the users' requirements for proposed Terminal expansions.

In January 2008, the Wiggins Island Coal Terminal Project Coordinator-General's Report evaluating the EIS pursuant to Section 35 of the *State Development and Public Works Organisation Act 1971* (SDPWO Act) was released. In April 2008, the Project was given approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) (EPBC 2005/2374).

In accordance with Division 3A of the SDPWO Act, Aurecon Hatch on behalf of WICET submitted a request for project change (EIS Change Request) to the Coordinator-General on 28 May 2012. The EIS Change Request addressed the proposed changes to the Project, known as WICET Expansion Phase 1 (WEXP1) and WICET Expansion Phase 2 (WEXP2).

The EIS Change Request was referred to thirteen targeted stakeholders for review and comment. The Office of the Coordinator-General (OCG) commenced targeted consultation with relevant State and local agencies and requested comments by 13 July 2012. A briefing with Gladstone Regional Council (GRC) occurred on 5 July 2012 and a State agency and Gladstone Ports Corporation (GPC) briefing occurred on 6 July 2012. The agencies involved included the following:

- Department of Community Safety (DCS) (includes Queensland Ambulance Services (QAS), Queensland Fire and Rescue Services (QFRS), Emergency Management QLD (EMQ))
- Department of Environment and Heritage Protection (DEHP)
- Department of Education, Training and Employment (DETE)
- Department of Natural Resources and Mining (DNRM)
- Queensland Treasury and Trade (QTT)
- Department of Transport and Main Roads (DTMR)
- GPC
- GRC
- Maritime Safety Queensland (MSQ)
- Queensland Police Services (QPS)
- Queensland Rail National Network (QR National)
- Department of State Development, Infrastructure and Planning - Social Impact Assessment Unit (SIAU), OCG
- Skills Queensland (SQ)

All stakeholders responded to the OCG, with 5 agencies not requesting any additional information. Eight agencies submitted comments to the OCG following their review. This Addendum to the EIS Change Request outlines the WICET response to each comment and has been split into the four main issues raised:

- Project Description (Section 2)
- Planning (Section 3)
- Housing and Social (Section 4)
- Traffic (Section 5)

A list of the Project's commitments is also provided in Section 6. Appendix A provides a summary of the comments received on the EIS Change Request and a cross reference to the relevant section in this Addendum.

2. Project Description

The following sections address the comments received regarding the construction and operation of WEXP1 and WEXP2, including but not limited to design, workforce, dredging and management measures.

2.1 Infrastructure

This Change Request does not propose an increase to the Project throughput beyond the approved 84 Mtpa.

2.1.1 Justification of proposed change

Background

Storage Capacity
The stockpile storage capacity of 5.0 Mt nominated in the EIS was for a bridge stacker stockyard (developed in three sequential phases) covering the entire Golding Point footprint. This stockyard storage capacity was initially set with the aim of achieving a nominal 7.2% storage for a nominal 70 Mtpa throughput facility, with significant blending capability. This storage capacity calculation was preliminary at the time of the original EIS given that the Terminal design was early in its development and specific user requirements had not been identified.

It was recognised that if future Terminal upgrades went ahead within the same footprint (to reach the 84 Mtpa), that this could only be achieved if nominal storage, expressed as a percentage of annual throughput, reduced to 6.0%. Once the Stage 1 Shippers and their specific blending requirements, number of stockpiles, provision for common user areas and stockyard operational requirements were identified and modelled, the effective stockpile space was further reduced. For comparison purposes if extrapolated to the full initial design the achievable storage capacity for the original EIS concept reduces to 4.45 Mt. This equates to 6.3% of 70 Mtpa (and 5.3% of an 84 Mtpa throughput). This percentage has been considered through dynamic simulation as being too low for a dedicated storage facility, which is the basic mode of operation of the Gladstone Coal Chain.

Development Phasing
WICET is required under its Access Policy, agreed with the State Government, GPC and Industry, to expand to meet industry demand for coal export terminal capacity. Neither the feasibility studies nor the original EIS looked in detail at the timing of separate stages of development of the Project, and it was assumed that expansions would occur sequentially without interference from previous stages.

The current demand for additional capacity, however, requires WICET to commit to an expansion prior to completion of construction of Stage 1. The original development concept included a Stage 2 on the remainder of the Golding Point area not being used for the Stage 1 stockyard. However construction in this area cannot be commenced in the required expansion time frame due to its use as a lay down area for Stage 1 construction.

Change

The stockyard arrangements for the changed Terminal (Stage 1, WEXP1, WEXP2) now include the use of stacker-reclaimers for WEXP1 and WEXP2, which have largely been driven by reduced blending requirements required by the Expansion Shippers, and the advantages in automation and reduced capital and operating cost of such a design.

Stacker-reclaimer stockyards are typically less spatially efficient than the bridge stacker arrangement by virtue of the machine itself being used for reclaim (as opposed to dozers), which in turn limits the outer extent of the stockpile toe to approximately 65 m from the centre of the machine. Stacker-reclaimers also operate on bunds at grade which consumes

space within the stockyard, compared with the dual span bridge stacker which has its central runway on an elevated gantry.

This compromise in spatial efficiency necessitates additional stockyard area if the required on-ground storage to support 84 Mtpa throughput, with dedicated stockpiles, is to be achieved. The changed arrangement provides 5.5 Mt storage on-ground, which is 6.5% of the 84 Mtpa throughput. Dynamic simulation work indicates that this amount of storage is adequate.

While it is the case that a stacker-reclaimer yard takes up more area than a bridge stacker yard, the improvements in whole of life cost (reduced capital expenditure and operating expenditure) and operational improvements (through increased automation and elimination of bulldozers) outweigh the disadvantages.

The changed arrangement will also allow the Terminal to meet the Expansion Shipper's schedule through progressing construction of the expansion phases with some overlap in the schedule for each phase depending on final schedule. This allows the Terminal to commence operation of Stage 1, while continuing construction of expansion phases and will limit delays in additional coal exports and provide the opportunity for earlier revenue.

2.1.2 Throughput

The increase in loading rate for the shiploading stream is necessary for a system where bucket wheel reclaiming is utilised (as opposed to dozer reclaim). Bucket-wheel reclaiming has much higher variability than dozer reclaim and must operate at much higher target digging rates to achieve comparable 'average' shiploading rates. A stacker-reclaimer loses time at the end of each reclaim sweep on account of the boom slew having to stop, the long travel step along to the next cut position and then boom slew to recommence in the reverse direction. The amount of lost time as a percentage of the overall slew sweep time increases for the higher benches on account of the sweep arc being much shorter in length.

For a 10,500 tph target digging rate (which the conveyors must be sized to accommodate), the actual average reclaim rates are approximately:

- 8,400 tph for the bottom bench
- 7,200 tph for the central bench
- 5,800 tph for the top bench

This gives a whole of pile average of approximately 7,000 tph, assuming a typical pilgrim step reclaim mode.

With respect to the expansion phase throughput capacities, dynamic simulation work for WEXP1 is now complete and a saleable throughput of 32.2 Mtpa has been calculated. This leaves ~25 Mtpa available for WEXP2 within the approved throughput capacity of 84 Mtpa. It is expected that the plant selected for WEXP2 has reserve capacity to reach beyond this 25 Mtpa limit, however with the WEXP2 Technical Feasibility Study (TFS) and associated dynamic simulation work yet to be completed, it remains uncertain as to whether this reserve plant capacity can be translated into additional throughput, or whether yard storage constraints will cap WEXP2 throughput at a lower amount.

The ultimate throughput capacity is being considered as part of the WEXP2 technical feasibility study and will determine whether or not additional high level approvals will be necessary.

2.1.3 Security and lighting

The Terminal access road provides 'non-secure' public access to the security gate at the administration area. Access to the Terminal, including the stockyard and wharves, will be controlled by a single access security gate and the Terminal will not be accessible by the

public. Third party access to the barge wharf is not envisaged in WICET's security arrangements.

The Terminal access road will be constructed during Stage 1 and will include lighting as required by Australian Standards and the relevant design risk assessments. A lighting plan will be prepared as part of detailed design outlining the lighting requirements of WEXP1 and WEXP2 including road and stockpile lighting. The type and location of lighting to be used will also be outlined in the lighting plan. However it is envisaged that lighting for the stacker reclaimer stockpile will be less intense than the Stage 1 stockyard as dozer operations will not be required for coal recovery.

2.2 Management plans

All relevant management plans, including the Acid Sulfate Soil Management Plan (ASSMP), will be amended (where relevant) to address WEXP1 and WEXP2 prior to construction commencing.

WICET will update the Pest Management Plan to include mosquito management and vector control. The updates will be prepared in consultation with GRC. The Pest Management Plan will require approval by GRC prior to implementation.

The original mudflat is not expected to be excavated as part of WEXP1 or WEXP2. Any excavations will be managed through the ASSMP, which will be amended for WEXP1 and WEXP2 prior to work commencing.

2.3 Air quality

GPC is a member of the Clean and Healthy Air for Gladstone (CHAG) and, as the operator of the Terminal, will contribute to the capital and running costs of the ambient air quality monitoring network in the Gladstone Region.

The CHAG undertook Gladstone Airshed modelling in 2008 – 2009, which considered air pollutant sources other than RG Tanna Coal Terminal (RGTCT), Barney Point Coal Terminal (BPCT) and the stockpiles of the Gladstone Power Station. These pollutant sources were selected as dust, and predominantly coal dust, are the most relevant air quality issue for the Project.

Air quality, including dust and coal deposition management, will be managed through the Operational EMP, which will be developed in consultation with DEHP and GPC as the operator.

2.3.1 Environmental Protection (Air) Policy 2008

The Environmental Protection (Air) Policy (EPP (Air)) was revised and reissued in 2008. The air quality objective outlined in the EPP (Air) for PM_{10} was revised to less than 50 $\mu g/m^3$ expressed as a 24 hour rolling average at the site boundary.

Air quality modelling undertaken indicates that the maximum 24 hour average concentration of PM_{10} is predicted to exceed the EPP (Air) objective at the Gladstone Marina, the nearest sensitive receptor to the Project, on seven occasions. The PM_{10} exceedance incorporated potential emissions from the Project, RGTCT, BPCT, Gladstone Power Station and existing background concentrations. The contribution of the Project to the exceedances is predicted to be between 0.02% (0.011 $\mu g/m^3$) and 4.1% (2.20 $\mu g/m^3$).

The predicted cumulative maximum 24 hour average ground-level concentration of PM_{10} at all remaining sensitive receptors are well below the EPP (Air) objective. WICET is committed to achieving compliance with the EPP (Air) air quality objectives. The licence conditions for Environmentally Relevant Activity (ERA) 50 – Bulk Material Handling, will set out the requirement to achieve these objectives.

Monitoring will be undertaken at the WICET site boundary to ensure compliance with the EPP (Air) air quality objectives.

2.3.2 Air Quality Assessment

The internal roads within the terminal boundary will be a combination of bitumen sealed access roads (either single lane with passing bays or dual lane depending on projected traffic volumes) and unsealed maintenance tracks which are single lane. Miscellaneous sources of dust emissions, including road dust, were used to quantify emissions from WICET, RGTCT and BPCT as part of the Katestone Air Quality Assessment.

Air quality modelling has been undertaken for the construction and operation of WEXP1 and WEXP2, including the new stockyard on Reclamation Area B. Air quality impacts generated during construction of WEXP1 and WEXP2 are expected to be similar to that of WICET Stage 1, and as such are not expected to increase impacts on sensitive receptors. Air quality during construction will be managed though the Air Quality Management Plan.

During operation, WEXP1 and WEXP2 are predicted to contribute to a minor increase (1.1%) in the Project contribution from the modelling undertaken in the WICET SEIS, which predicted a contribution of <3% to maximum 24-hour average PM_{10} concentrations in Gladstone.

Details of the sensitive receptors and their locations are provided in the EIS and SEIS.

Water cannons are most effective during periods of low wind speeds, with effectiveness reducing during times of high wind speed. The secondary suppression system, misting curtains, may be used during times of higher wind speed if shown to be necessary. Misting curtains aid in dust deposition through the impaction of dust particles and the resulting heavier water/dust agglomerate settling out of the air. Misting curtains will be located on the perimeter of the coal stockpiles.

Further information regarding the Air Quality Assessment including methodology, mitigation measures and sensitive receptors, can be found in the Katestone Air Quality Assessment of the Wiggins Island Coal Export Terminal Expansion Project Report (refer Appendix 12.1 of the EIS Change Request).

2.4 Shipping

While changes to construction timeframes will result in changes to the timing of vessels and vessel movements, there will be no overall increase in shipping or vessel movements due to the Project changes.

All shipping for construction and operation will be coordinated through GPC and MSQ.

WICET will provide information on and consult with QPS in relation to proposed or forecast ship movements (eg size, frequency and timing of shipping).

Prior to development of any stage of the Project expansion, Project shippers are also required to enter into Port Services Agreements with GPC to secure adequate port capacity for the relevant expansion.

2.5 Workforce and scheduling

The estimated workforce required for the construction of the Project has increased from that predicted in the EIS and SEIS.

The peak onsite construction workforce (excluding management and Owner's staff) originally assessed during the EIS and SEIS was 650 employees. This translates to a total workforce of approximately 900 employees (including management and Owner's staff). It must be noted that this assessment was based on very limited information prior to the preparation of

the technical feasibility study. That is, the construction schedule and associated methodologies were in their infancy at the time of the EIS preparation.

With all major construction contracts now awarded and approximately 30% of the works complete, more knowledge of workforce numbers are now available for Stage 1 of the Project.

The current actual contracting workforce for Stage 1 as at 1 August 2012 is 834 total; with 63% (525) local and 37% (309) fly-in fly-out (FIFO). In addition, WorleyParsons has 117 employees (52% local; 48% FIFO) and WICET has 27 staff (50% based locally). It is predicted that similar local, FIFO, contractor and WICET staff percentages will occur during the remainder of Stage 1 as well as for WEXP1 and WEXP2.

This actual Stage 1 data combined with substantially developed schedules and construction methodologies for the expansion phases WEXP1 and WEXP2 (ie technical feasibility studies are largely complete), has resulted in changes to the predicted workforce numbers.

As can be seen in Table 2.1 and Figure 2.1 below, the currently estimated peak workforce for the changed Project is 1204 employees inclusive of construction labour, management and Owner's staff. This peak is almost wholly attributable to the anticipated Stage 1 peak workforce of 1166 employees.

Whilst the increase in the anticipated peak workforce for the changed Project is not directly attributable to the requested changes (i.e. WEXP1 and WEXP2), it is expected that the changes will result in the workforce numbers remaining at the higher end of the scale (around 1000) for a longer period (approximately 6 months) than originally anticipated. This is a result of the plan to ramp up WEXP1 construction as Stage 1 construction ramps down.

WICET currently participates in the *Gladstone Industry Employment Survey- Industrial Projects* survey, which provides best estimates on expected future workforce numbers and submits this to the Office of Economic and Statistical Research, Housing Working Group. WICET's commitments in the context of mitigating the Project's impact on housing and social issues are discussed further in Section 4.

Table 2.1 Anticipated Peak WICET construction workforce numbers

Stage 1	WEXP1	WEXP2	Overall
1166	890	801	1204

The workforce required for the operation of the Terminal for Stage 1, WEXP1 and WEXP2 are as provided in Section 3.2.7 of the EIS Change Request.

It should be noted that workforce projections estimate the number of people on site at any given time. Projections do not include people offsite due to FIFO rosters (currently 21/7), annual leave or other requirements.

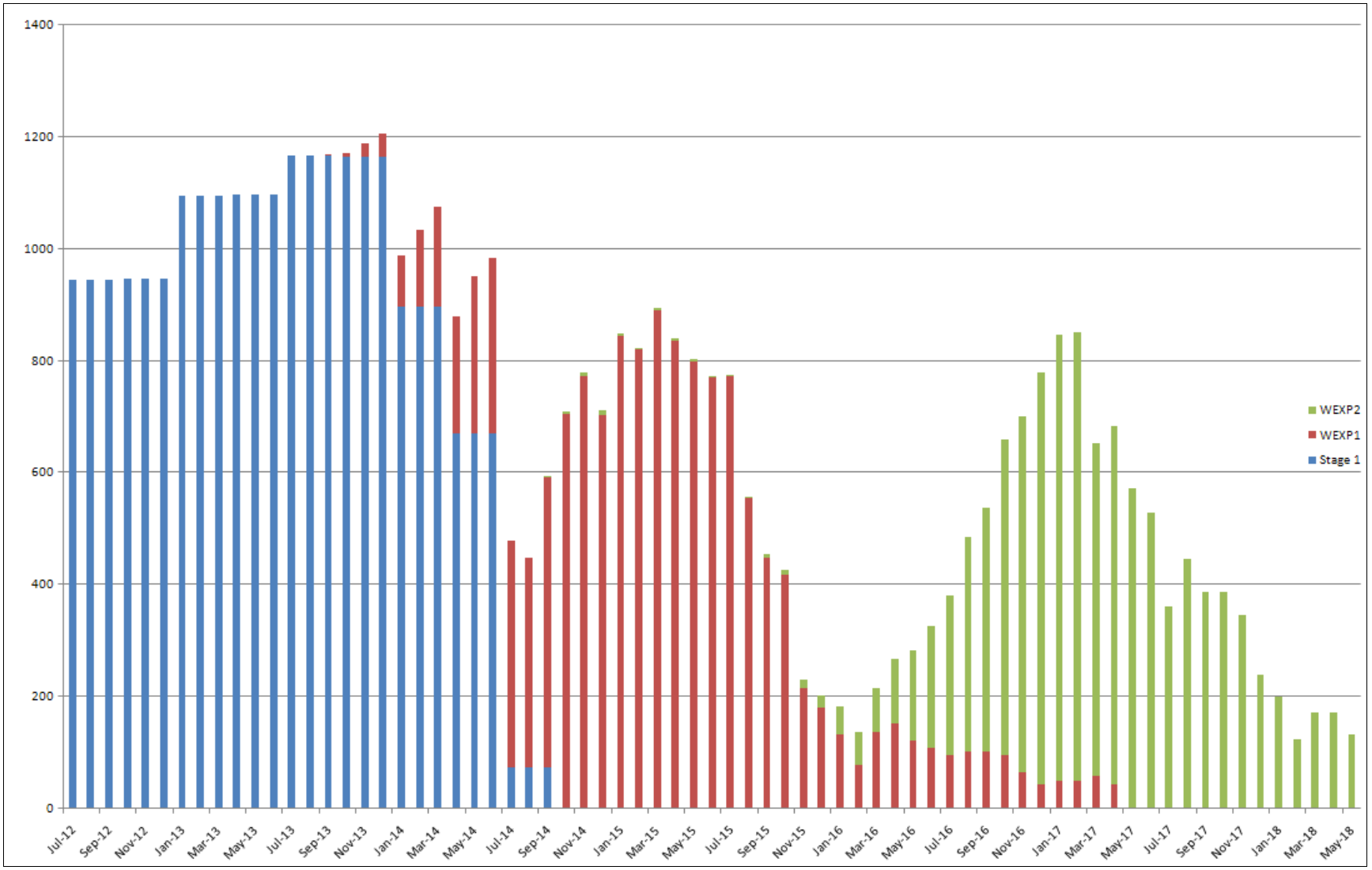

Figure 2.1 Predicted number and timing of workforce for WICET Stage 1, WEXP1 and WEXP2

2.6 Water supply and storage

Stormwater

The stormwater ponds are sized to contain runoff volume from a 24 hour 10 year storm event.

For the original Terminal configuration upon which the EIS/SEIS was based, the South Stormwater Pond earmarked for construction in Stage 1 had a capacity of 165ML. This pond was sized to accommodate the design event for the fully developed Golding Point Stockyard with a 110 ha reporting catchment plus 12 ha pond surface, as per H328777-0538-C-DR-031 (Rev. C). As the Stage 1 stockyard progressed through detailed design the East and West Sediment Basin were added to the configuration, with capacities of 15.7ML and 15.6ML respectively. Refer to the following drawings showing the Stage 1 pond configurations:

- H328999-1530-C-DR-0316 (Rev. 0)
- H328999-1530-C-DR-0317 (Rev. 0)
- H328999-1530-C-DR-0318 (Rev. 0)

In order to maximise use of Reclamation Area B for the construction of the WEXP1 Stockyard the South Stormwater Pond has been reconfigured as part of the Stage 1 works. The storage capacity has been reduced however it is adequately sized to store run-off from the Stage 1 stockyard. Given the proposed stockyard expansions the South Stormwater Pond is now earmarked for progressive expansion as the reporting catchment increases through WEXP1 and WEXP2. Refer to H337300-3A534-C-DR-0200 (Rev. B) for the revised Stage 1 layout including proposed WEXP1 and WEXP2 expansions. An additional and separate stormwater pond is required in WEXP1 to store run-off from the south eastern half of the Reclamation Area B Stockyard.

The incremental storage volume in each pond currently proposed for Stage 1 through to WEXP2 is shown in Table 2.2. The reporting catchment for each pond at each development phase is also shown in Table 2.3.

Table 2.2 Stormwater pond capacity through Terminal development phases

Pond		Stage 1	WEXP1		WEXP2	
			Increase	Total	Increase	Total
South Stormwater Pond	(ML)	127	52	179	45	224
East Sediment Basin	(ML)	5	-	5	3.3	8.3
West Sediment Basin	(ML)	16.5	-	16.5	-	16.5
WEXP1 Stormwater Pond and Sediment Basin	(ML)	-	-	77	-	77
Total Volume	(ML)	**148.5**	-	**277.5**	-	**325.8**

Table 2.3 Reporting catchment for stormwater ponds through Terminal development phases

Pond		Stage 1	WEXP1		WEXP2	
			Increase	Total	Increase	Total
South Stormwater Pond, East Sediment Basin. West Sediment Basin	(ha)	82.0	28.1	110.1	33.4	143.5
WEXP1 Stormwater Pond and Sediment Basin	(ha)	-	44.3	44.3	-	44.3
Total Reporting Catchment	(ha)	**82.0**	-	**154.4**	-	**187.8**

There is a discharge point to the Calliope River Anabranch in the South Stormwater Pond earmarked for construction in Stage 1. A discharge point to the anabranch is also provided in the WEXP1 Stormwater Pond. Refer to H337300-3A534-C-DR-0200 (Rev. B) which shows both outlets.

Raw Water Supply

The raw water supply system is designed to be able to supply peak daily process and dust suppression water without reliance on recycled water. Raw water will be provided to the Golding Point stockyard and Rail Receival areas in Stage 1 via a connection with the existing 375 mm diameter raw water pipeline owned by Gladstone Area Water Board (GAWB) adjacent to Hanson Road.

The Stage 1 raw water supply main comprises a DN250 PE pipeline running north to the Golding Point stockyard area and a DN250 PE pipeline running south to the Rail Receival area. The pipeline is situated in the overland conveyor corridor and discharges primarily into the raw water pond at Golding Point, but also serves as a top up for the recycled water pond. The storages are jointly sized to hold three days WICT Stage 3 (ultimate Golding Point) operational demand.

To facilitate supply to the WEXP1 stockyard on Reclamation Area B, a branch from the Stage 1 main along the overland conveyor platform will be constructed during WEXP1. An additional raw water pond and recycled water pond will be provided at the south end of the Reclamation Area B stockyard. Similar to the Golding Point ponds, the storages are jointly sized to hold three days ultimate Reclamation Area B (WEXP1 and WEXP3) Stockyard demand.

There is no additional supply infrastructure required at the Rail Receival to facilitate WEXP1 & WEXP2.

Since the WEXP2 stockyard is situated on Golding Point, no additional supply infrastructure is required as it will be fed from the Stage 1 supply infrastructure.

Recycled Water

Stormwater and process wastewater run-off from the all stockyards is captured in ponds via a network of concrete lined drainage channels. A recycled water pond is then filled from the stormwater pond and primary pond, with raw water top up capability. The dust suppression systems (mist curtains, water cannons and water trucks) draw from this recycled water pond. This process has been adopted in Stage 1 and is replicated for the Reclamation Area B stockyard (WEXP1 and WEXP3), which draws from the WEXP1 Stormwater Pond and recycled water pond. The WEXP2 dust suppression systems draw from the existing Stage 1 Recycled Water Pond. The process is shown on the Stage 1 drawings H328999-1525-J-DR-0101 and H328999-1525-J-DR-0104.

The water balance modelling conducted during Stage 1 showed that an indicative annual average 485 ML of water can be recycled annually from the full Golding Point development. The balance of the dust suppression system demand is to be supplied via a “make-up” supply from the raw water supply system. It is estimated that the WEXP1 stockyard will provide a total of 228ML of water annually for reuse. This estimate is factored from 485ML based on proportioning the WEXP1 stockpile area with the original ultimate Golding Point stockpile area and that proportionate for reuse from general washdown and other process water applications will be similar. The reuse value is subject to further investigation including water balance modelling in the detailed design phase of WEXP1. Regardless, the raw water supply system has been sized to meet the terminal water demands without any contribution from recycled water in the case of extended dry periods.

Nominally half of the WEXP1 recycled water will be filtered directly through the WEXP1 recycled water systems whilst the other half filters through the Stage 1 systems. The installation of a potential connecting pipeline between the South Stormwater Pond and the

WEXP1 Stormwater Pond to maximise water reuse will be explored in the detailed design phase.

Raw Water Demands

Table 2.4 summarises the cumulative water demand estimate for the original terminal configuration. Demand is generated from a number of activities on site which can be grouped under stockyard dust suppression (stockpile area based demand) and other throughput related demands (eg belt wash).

Table 2.4 Original water demand summary

Terminal		Stage 1	Stage 2	Stage 3
		Scaled Flows		Design case
Terminal coal throughput	(Mt/a)	25	50	70
Process and dust suppression (raw and recycled) demands				
Average flow rate	(L/s)	20	39	57
Daily water use	(kL/d)	1748	3356	4895
Annual water use	(ML/a)	638	1225	1787
Including potable water and other				
Daily water use	(kL/d)	1800	3457	5041
Annual water use	(ML/a)	648	1244	1815
Less recycled water, stormwater capture	(ML/a)	162	323	485
Annual Water Use	**(ML/a)**	**486**	**921**	**1330**

The cumulative water demand estimate for the revised terminal configuration is listed in Table 2.5. Process water demands have been prorated based on stockyard throughput whilst dust suppression demands have been prorated based on stockpile area.

Table 2.5 Water demand summary for expansion phases

Terminal		Stage 1	WEXP1	WEXP2	Original Stage 3
		Scaled Flows			Design case
Terminal coal throughput	(Mt/a)	25	59	84	70
Stockpile area	(Ha)	19	43	74	51
Dust suppression demands					
Average flow rate	(L/s)	10	22	38	26
Daily water use	(kL/d)	847	1916	3297	2272
Annual water use	(ML/a)	309	699	1203	829
Process water demands					
Average flow rate	(L/s)	11	26	36	30
Daily water use	(kL/d)	937	2211	3148	2623
Annual water use	(ML/a)	342	807	1149	957
Including potable water and other					
Daily water use	(kL/d)	1836	4228	6591	5041
Annual water use	(ML/a)	661	1525	2380	1815
Less recycled water, stormwater capture	(ML/a)	162	390 [1]	685 [1]	485
Annual Water Use	**(ML/a)**	**499**	**1135**	**1695**	**1330**

Table note 1: Preliminary estimates for reuse based on a prorata of stockpile area with the original Stage 3 ultimate Golding Point development.

Further water balance modelling is to be undertaken in the detailed design phase.

A summary of system water quality requirements is provided in Table 2.6.

Table 2.6 Summary of System Water Quality Requirements

System	Uses	Water source	Required quality	Treatment
Process water	Belt sprays Heavy vehicle wash Light vehicle washes General wash-down Coal moisture addition	Raw from the GAWB, sourced from Awoonga Dam	Suitable for secondary human contact [1] Low suspended solids, turbidity [2]	Typically adequate without further treatment [1, 2]
Dust suppression system (Recycled water)	Stockyard sprays Mist curtains Water trucks Coal moisture addition	Recycled water from on-site sources when available, and raw water as above	Suitable for secondary human contact	Fine screens
Potable water	Kitchens, crib rooms, showers, ablutions	WICET Raw water as above	Compliance with Australian Drinking Water Guidelines	Treated on-site

Table note 1: Raw water may (occasionally) contain high levels of cyanobacteria either due to algal blooms at the source or in the raw water storage. Algae can be controlled by operational measures including algaecides and or recycling affected water through pumping systems (as currently implemented at RG Tanna).

Table note 2: Raw water may (rarely) contain high suspended solids concentrations with resulting turbidity. Whilst not desirable in the long term, occasional use of such raw water does not have any significant operational impact.

Additional drawings

Drawings that were referred in Chapter 10 of the Change Request describing the stormwater storage ponds have been provided in Appendix B of this Addendum and include the following:

- 153-C-DR-0220_rev1
- 2B534-C-DR-0301_revA
- 2B534-C-DR-0313_revA
- 2B534-C-DR-0314_revA
- 2B534-C-DR-0321_revB
- 2B534-C-DR-0383_revA
- 2B534-C-DR-0384_revA

2.7 Water Quality Management

Operational mitigation measures

The mitigation measures below will assist in the management of potential impacts to water quality during the operational phase of the Project. These mitigation measures include the following:

- Maintenance dredging will be conducted in accordance with the Dredge Management Plan (DMP)
- Erosion and sediment controls will be implemented during construction and operation of the new stockyard on Reclamation Area B. These controls will be in accordance with the Soil and Water Quality Management Plan
- Stormwater discharge and flow redirection

  - Stormwater on Reclamation Area B will be mitigated by the inclusion of new stormwater sedimentation ponds
  - Measures to mitigate sedimentation and runoff are outlined in the Soil and Water Quality Management Plan
- Impacts associated with abrasive blasting over water will be managed to comply with the EIS and SEIS commitments and ERA approval conditions

Water storage during operation of the Terminal, including releases and monitoring, will be addressed during detailed design and through the Operational Environmental Management Plan (OEMP).

2.8 Dredging

WICET has been involved in ongoing discussions with GPC over the timing and location of dredged material disposal from Berths 4, 5 and 6. A report entitled Berths 4, 5 and 6 Dredge Spoil Options (H337300-0000-15-124-0001), that addressed dredged material disposal was sent to GPC on 12 March 2012 as a supporting document to enable approval of the new Terminal Master Plan which incorporates the use of Reclamation Area B for WEXP1 stockpiles.

Current estimated schedule for dredging is:

- Berth 1 and associated approach and departure channels: completed
- Berth 2 and associated approach and departure channels: currently underway
- Berth 3 and associated approach and departure channels in December 2013
- Berth 4 and associated approach and departure channels in January 2014.

The bundwalls of the reclamation areas will be raised as required prior to dredging of each berth. Current approvals are for bundwalls to be constructed to RL 8.65 m for Reclamation Area B and RL 8.40 m for Reclamation Area C.

As part of the execution phase of WEXP1, WICET and GPC are further progressing discussions regarding dredged material disposal location and timing.

2.9 Landscaping

The vegetated buffer for the Project will include a combination of mature trees for immediate screening, tubestock planting and seeding for long-term buffers, to be partially located on embankments within and outside WICET's tenure. The species to be used in the vegetated buffers will be in accordance with the Landscaping Guideline in the LUP 2012.

The Landscape and Rehabilitation Management Plan will be updated to address the vegetated buffers associated with WEXP1 and WEXP2. The embankments have been designed to minimise the visual impact of the WEXP1 stockyard from adjacent areas, and assist in dust suppression.

2.10 Waste

WICET will ensure that the waste contractors liaise with GRC and provide estimates of monthly waste disposal levels. The waste contractors will also provide seven days notice of any estimated peaks of waste levels to be disposed of at GRC waste management facilities.

2.11 Emergency response

The Safety Management Plan and Emergency Response Procedures for operation will be developed as part of Stage 1 in consultation with state and regional emergency service providers. These will be adopted for WEXP1 and WEXP2 and updated where required. All dangerous goods, explosives and hazardous substances will be managed as per the WICET

Dangerous Goods Management Plan and will be transported, stored and handled in accordance with the relevant legislation and to Australian Standards.

WICET are a member of the Mutual Aid Group Gladstone and communicate emergency response plans and potential assistance required with neighbouring stakeholders. The Stage 1 PCM has implemented a Construction Security Plan, which will be updated for WEXP1 and WEXP2.

The WICET Health, Safety and Environment Manager and WorleyParsons Emergency Response Manager have established contacts with the local QPS, QFRS and QAS representatives and will maintain these relationships during WEXP1 and WEXP2.

Once operational, the Terminal will operate under GPC and MSQ security requirements.

3. Planning and visual amenity

3.1 Planning

Overall, the EIS Change Request is consistent with the intent of the LUP 2012. The LUP 2012 states that:

> *'Development is consistent, and therefore compliant with the LUP 2012, where:*
> - *It does not conflict with the desired vision for the port and desired environmental outcomes,*
> - *It is consistent with the relevant locality and precinct intents and contributes to achieving the outcomes stated, and*
> - *It may or may not be specifically identified as an indicative consistent use for the precinct.'*

An assessment of the Project Change, against the Port Vision, desired environmental outcomes, the Wiggins Island Precinct and Port Operations Support Precinct Intents has been undertaken to demonstrate the expansion phases, including the development of Stockyard Area B, complies with the LUP 2012.

3.1.1 Port Vision Compliance

The Port Vision is '*to ensure the Port of Gladstone operates effectively, efficiently and on a commercial basis for the continuing benefit of the Central Queensland community, port users and State of Queensland*'.

The WICET Expansion Phases associated with the Project Change will continue to contribute to providing additional export revenue for Australia, increased State revenue and significant employment opportunities at the local, regional and State level across all spectrums of the workforce, beyond Stage 1. No additional dredging, vegetation clearing or shipping are proposed as part of the Project Change.

WEXP1 and WEXP2 will ensure that the economic advantage of the area is retained and that the Port of Gladstone remains a world class port that is able to satisfy the transport demands of the rapidly increasing coal export market, benefiting the environment, port users and the community, and therefore complying with the overall vision for the Port of Gladstone.

3.1.2 Wiggins Island Locality Specific Outcomes Compliance

The specific outcomes for the Wiggins Island locality consist of three themes, which include Built Form, Infrastructure and Environmental and Community.

The Built Form and Infrastructure Outcomes require land resources and existing infrastructure to be utilised efficiently and developed in a coordinated manner, the provision of infrastructure to accommodate expansion, building heights to be compatible with, and reflect the character of, the surrounding area and water sensitive urban design to be incorporated into all parts of infrastructure delivery.

Development of WEXP1 and WEXP2 is appropriately coordinated and sequenced to ensure the most effective use of land within, and adjacent to, WICET Stage 1, utilising existing approved infrastructure and ensuring the expansion phases are undertaken in a cost effective manner. The height, scale and appearance of Stockyard Area B is not uncharacteristic to this location, being similar to the existing RGTCT, located on the opposite side of the Calliope River from the Project site, and the industrial character of the surrounding area, therefore complying with the Wiggins Island Locality Built Form and Infrastructure Outcomes.

The Environmental and Community Outcomes require potential impacts from potential and actual acid sulfate soils are managed, acceptable standards for noise, dust and other emissions to air, land and water are maintained and the clearing of natural vegetation is limited.

Environmental and engineering studies and surveys were undertaken to develop WEXP1 and WEXP2 and to prepare the EIS Change Request, including the TFS, geotechnical investigations, air quality assessment and modelling, noise and vibration assessment and modelling and social impact assessment. The findings of the assessments determined that the Project Change will not result in an increase to potential environmental impacts and the following measures have been implemented to minimise any associated impacts and to comply with the Environmental and Community Outcomes:

- Impacts on acid sulfate soils will be managed via the approved ASSMP (refer Appendix 23.4 of the EIS Change Request) or an amended version of this plan
- Any air quality impacts associated with the changes to the Project will be managed in accordance with the approved Air Quality Management Plan
- Any potential impacts to water quality will be managed in accordance with mitigation measures outlined in the Soil and Water Quality Management Plan
- Noise mitigation is likely to be required where exceedances are expected and mitigating measures for construction are contained within the Noise and Vibration Management Plan (refer Appendix 23.13 of the EIS Change Request)

Further details of environmental design features and proposed mitigation measures are discussed in detail in each of the respective impact assessment sections of the EIS Change Request.

The Project Change achieves an appropriate balance between economic, environmental and social issues, and for the reasons stated above, is considered to be compliant with, and achieve, the desired Built Form, Infrastructure and Environmental and Community Outcomes for the Wiggins Island Locality.

3.1.3 Wiggins Island Locality Intent Compliance

All Strategic Port Land has been allocated within a land use precinct. The LUP 2012 identifies consistent uses within the various precincts across all port planning areas and provides an indication of land use activities that are considered appropriate within that planning area or precinct.

The Project is located in the Wiggins Island port planning locality in the LUP 2012. The intent for the Wiggins Island locality is:

> *'To primarily develop a new coal export terminal, rail infrastructure and supporting infrastructure to service the increasing demand for the export of coal from the Queensland coalfields. This locality may also represent sites for future industrial development which are subject to relevant and necessary environmental and planning approvals and other feasibility studies.'*

The Project Change is consistent with, and being delivered in response to, the Wiggins Island locality intent, supporting the increased demand for coal exports from the region and the change in the operating requirements of the expansion users.

3.1.4 Precinct Compliance

The LUP 2012 divides the Wiggins Island locality into a number of precincts, these being 'Port Industry', 'Wharves (Off-Shore)', 'Port Operations Support' and 'Marine Industry'. The Terminal is not proposed to be located on the 'Marine Industry' precinct.

Port Industry and Wharves (Offshore) precinct

There is no proposed change in the 'Port Industry' and 'Wharves (Offshore)' precinct, therefore remaining consistent with the LUP 2012.

Port Operations Support precinct

Construction of a stockyard (Stockyard Area B), with the development of a new stacker-reclaimer yard, on the section of Reclamation Area B to the southwest of Golding Point is located within the 'Port Operations Support' precinct.

As defined in the LUP 2012, Port Operations Support precincts include:

- Port roads or resources corridors/conveyances and other access areas, not otherwise included in the Port Operations or Wharves Precincts;
- Areas that may be required or are intended for the deposition, storage, dewatering, treatment and/or potential removal of dredged material plus hardstand and laydown areas;
- Any additional Strategic Port Land not otherwise included in a precinct;
- Areas (in particular at the Wiggins Island Locality) which may represent sites for future industrial development as they are well separated from other incompatible land uses. These areas are subject to relevant and necessary environmental, planning and other feasibility studies.

Although a coal export terminal and stockyard is not listed as an 'indicative consistent use' for the 'Port Operations Support' precinct in the Wiggins Island Locality, the use is inherently an industrial use/activity and consistent with the intent that the locality represents sites for future industrial development.

In accordance with the Wiggins Island Locality and Port Operations Support Precinct Intents, the construction of Stockyard Area B, with the development of a new stacker-reclaimer yard, in the Port Operations Support Precinct is considered an acceptable location for an industrial use and therefore consistent with the LUP 2012.

The Project Change appropriately reflects the intent of the LUP 2012 and will therefore be subject to the relevant and necessary statutory planning and environmental approvals.

3.1.5 Approvals strategy

The changes proposed in WEXP1 and WEXP2 will require a number of additional statutory approvals, including a land use approval and an Operational Works (Bulk Earthworks) approval associated with the expansion of the land use coverage within Reclamation Area B of the Project footprint.

Additional Operational Works Permits for Tidal Works, the Disturbance of Marine Plants and Waterway Barrier Works associated with the new outfall to the Anabranch are also required for WEXP1 and WEXP2.

All Operational Works Permits within Strategic Port Land will be submitted to GPC for assessment under the LUP 2012.

3.1.6 Change Request planning chapter correction

An error in the naming of Section 3.2.4 "WEXP1 (approved components)" of the EIS Change Request occurred. Section 3.2.4 should be named "WEXP1".

3.2 Visual amenity

While visually different to the approved gantry stackers, the use of Reclamation Area B for the development of Stockyard Area B, including a new stacker-reclaimer yard, is an industrial use/activity that is considered to be consistent with the Wiggins Island Locality and Precinct Intents for future industrial development, and therefore consistent with the LUP 2012.

The height, scale and appearance of the proposed Stockyard, and stacker-reclaimers, would not be uncharacteristic in this location, being similar to the existing nearby RGTCT, located on the opposite side of the Calliope River from the Project site, and consistent with the industrial nature of the surrounding area. The stacker reclaimers will be generally located closer to the Gladstone Mt Larcom Road than the approved project, but screened by a series of environmental buffer bunds and introduced vegetation.

The surrounding area has either been developed or identified for future industrial development and there are a number of proposed existing industries, new industries and expansions, including the Yarwun Alumina Refinery, Queensland Alumina Refinery, the LNG projects (Queensland Curtis, Gladstone, Shell, Australia Pacific), RGTCT and Orica.

Extended views of the site will be partially screened from a number of key viewpoints by the intervening topography, vegetation and existing development (refer Table 22.1 in the EIS Change Request), however to assist in amelioration of visual amenity, particularly from Gladstone Mt Larcom Road, vegetated screening bunds will be constructed around Stockyard Area B. Detailed design of the vegetation bunds will be provided in the subsequent detailed design stages and detailed in the Rehabilitation and Landscape Plan. An indicative plan and cross sections of the vegetated screening bunds are attached in Appendix B.

The species of plants to be used on the vegetated screening bunds will be in accordance with the recommended Plant Species list contained in the LUP 2012 Development Code of Practice Landscaping Guideline.

Stockpile Area B will be visible from the Gladstone Mt Larcom Road Overpass, which will provide permanent access to the site; however the primary users of the Gladstone Mt Larcom Road Overpass will either be WICET/GPC staff travelling in motor vehicles or members of the public that are visiting the site specifically to view the coal export terminal from an elevated vantage point.

Overall, the Project Change represents a balance between ensuring operational efficiency of WICET, minimising scope for any amenity impacts and seeking to reduce any visual impacts on the wider landscape.

4. Housing and Social

4.1 Accommodation Management Strategy

WICET currently implement an Accommodation Management Strategy (AMS) with an Accommodation Management Working Group in place.

The WICET AMS aims to mitigate the following:

- The shortage of local housing due to the influx of project workers, not limited to WICET
- The shortage of quality worker's accommodation

These aims prompted WICET to provide $50million in seed funding to construct the MGA Workers' Accommodation at Calliope. Project Contractors are encouraged to house non-local workers at the MGA facility via financial incentives, with contractual obligations to be incorporated in new arrangements. The $50million loan has subsequently been repaid.

The role of the Accommodation Working Group is to determine the balance between demand and supply of accommodation for the project and to track the market rental trends. The group consists of the Village Superintendent, WorleyParsons Mobility Coordinator, Project Planner and HR/ER Manager. This group meets on a fortnightly basis. Their initiatives have included establishing a Village Accommodation Procedure (currently being reviewed) to ensure efficient operations of the MGA Gladstone Accommodation Facility in relation to the WICET Project. The intent is to maximise room resources for all parties and assist Project Contractors with their accommodation requirements and Project planning.

With respect to accommodation forecasting, it is expected that all parties (both Contractors and WorleyParsons) will supply weekly accommodation forecasting for the length of their involvement in the Project. This is in addition to the 12 week forecast which is part of the F13 special condition of the contracts. This is supplied to the WorleyParsons Accommodation Superintendent on a weekly basis.

The Project Mobility Co-ordinator monitors the number of listed rental properties in the Gladstone region on realestate.com.au on a weekly basis. If there are any significant changes in the number of listings (ie over or under supply) the Accommodation Working Group are notified. Recently, the group has found the rental listings in Gladstone have increased significantly, most likely as LNG project workers continue to relocate to the island camps.

The AMS is monitored/reviewed by the Accommodation Working Group. There is no direct input from Local and State Government. However, key data is communicated to the State Government via the Gladstone Project Survey (refer Appendix C).

4.2 MGA Gladstone Accommodation Facility

WICET has 648 rooms currently available at the MGA Gladstone Accommodation Facility. For the week beginning 6 August 2012, 235 rooms housed Project workforce, with the balance being sub-let to other industry. WICET have the first option on rooms built under the MGA Gladstone Accommodation Facility future expansion with the next stage of the village under construction, WICET has committed to another 100 rooms from the expansion, which are scheduled for completion in the first quarter of 2013.

Accommodation at the MGA Gladstone Accommodation Facility is available across all levels of the workforce (eg labourers to executive), across all Project Contractors and subcontractors, with Contractors encouraged to accommodate their non-local workforce at MGA Gladstone Accommodation Facility via financial incentives, with contractual obligations to be incorporated in new arrangements.

Meanwhile, WICET are considering other camp options for future expansion, such as the new Fleetwood Camp recently approved by GRC.

Expected future accommodation requirements for Stage 1 are outlined in Section 20 of the Gladstone Project Survey (refer Appendix C).

4.3 Maritime Precinct investment

As part of the Framework Deed – Wiggins Island Coal Export Terminal dated 11 December 2009 between the State, GPC and WICET, WICET agreed to make a community amenity contribution "Social Impact Works". The Social Impact Works contribution involves the provision of a Gladstone Coal Exporters Maritime Precinct along part of Auckland Creek.

This precinct, now named East Shores, is designed to specifically benefit young families in Gladstone with a focus on the maritime history of the port. Amongst other factors it was considered to be consistent with the aims or objectives of the GRC's CBD Redevelopment Plan and to be a significant, legacy project which would benefit the wider community.

WICET provided funding of $35 million for the Social Impact Works at Financial Close of the Project on 30 September 2012.

The development, being delivered by GPC, will feature a waterfront pedestrian boardwalk, water play park, parklands and car parking area.

GPC have advised that as of 1 August 2012, Expressions of Interest to deliver the project had been received and assessed. Late October 2012 is the most likely date for awarding the successful tender. Construction is expected to begin in December 2012 or early January 2013, providing the tenders meet expectations.

This element of WICET's community engagement and investment is not aimed at mitigating housing or accommodation impacts, beyond providing another significant community/lifestyle asset.

4.4 Housing assistance

The three LNG proponents have contributed approximately $3.5 million to a rental subsidy scheme, which offers assistance to a broad cross-section of the community, including 'critical workers', such as QPS, QAS and QFS staff. The uptake of this scheme has been described by the proponents as 'very slow' with approximately 26 families/individuals receiving subsidies in the 18 months since it was established. This is despite the further broadening of criteria three months ago, with a particular focus on making these monies as accessible as possible, particularly to emergency services and QPS. Given only a nominal amount of existing monies have been allocated, WICET is unlikely to adopt a similar approach.

However, WICET does commit to considering other options and to participating in the State Government's Cumulative Housing Working Group, noting that the Project already provides data to this group via Queensland Treasury, Office of Economic and Statistical Research (OESR).

4.5 Transport

Majority of the site workforce are already transported to the Project site via bus, as agreed with Contractors.

As at 31 July 2012, the Contractor's bus schedules included:

- AGJV: Six coaches with six different routes (routes: Tannum Sands - Gladstone – Calliope
- BMD: One mini bus from MGA Calliope
- CMC: Two mini buses from MGA and central Gladstone

Calls have been historically placed with GRC regarding interchange points and associated hard stand areas. However, since progress has not been made, new relationships will be established regarding further interchange points as per discussions between WICET and GRC.

4.6 Workforce training

The Contractors are responsible for the management and upskilling of their own workforces. The Contractors, in particular AGJV and MMJV, utilise the funding and training available from Construction Skills Queensland (CSQ). The CEO of CSQ and their local manager visited the Project and understand WICET's model of engagement and how it differs from Bechtel's.

WICET notes Skills QLD's recommendation to complete Workforce Management Plan Criteria template for future progress reports.

4.7 Local Industry Participation Plan

While not required by regulators to submit and conform to a formal Local Industry Participation (LIP) Plan under the Queensland Government Local Industry Policy, WICET is committed to making best endeavours to involve local industry in Project procurement wherever possible. The WICET Voluntary LIP Plan (refer Appendix C) outlines how all levels of project management and sub-contractors will commit to and apply the principles and intent of local industry participation to the WICET project. This plan is based on the format recommended by the Industry Capability Network (ICN) in accordance with the Queensland Government's Local Industry Policy.

The WICET project uses the ICN services for LIP implementation as follows:

- Business matching services (ICN website: https://www.icnqld.org.au/)
- Using a registration page on the ICN Project Gateway for local industry registration against work packages (http://www.icnqld.org.au/register.html)

There is no regular reporting requirement.

4.8 Consultation

4.8.1 Community

WICET undertakes regular community liaison for Stage 1 of the Project as part of the Communications, Community Relations and Stakeholder Management Plan (CCSMP). This plan brings together the plans for communications, community relations, social and community engagement/consultation. The CCSMP includes details of community support/outcomes, in particular detailed in the Community Investment Program section. This is supplemented by the EIS Change Request Community Relations Plan, which will be updated to reflect the additional information once the EIS Change Request process is finalised.

Reporting, monitoring and reviewing of/against the CCSMP is currently conducted on a monthly basis, including the number and type of stakeholders; issues raised etc. The CCSMP is reviewed annually or as required.

4.8.2 Agencies

GRC, GPC and concurrence agencies including DTMR, QPS, QAS, and DEHP have been briefed regarding the Project Changes via direct meetings. No further engagement will be undertaken until the outcomes of the Coordinator-General's assessment are clear. An engagement plan is included as part of the Community Relations Plan (refer Appendix 18 of the EIS Change Request.

The WICET Emergency Response Team and HSE Manager have ongoing contact with the QPS Gladstone District Officer. WICET will continue consultation with QPS regarding the ongoing review of the Traffic Management Plan (TMP) and the development of the emergency management plans.

Ongoing communication and liaison with QPS will be undertaken to inform regarding the Project, as well as informing of any potential impacts. This contact will be extended to facilitating the establishment of direct contacts between MGA and QPS in Gladstone and Calliope.

WICET is among the founding participants of the CBD Security Initiative, being coordinated by GRC and involving stakeholders such as QPS, Gladstone Liquor Accord, taxis, and local industry. Via the initiative, WICET is contributing $10,000 toward the costs of increasing policing and preventative campaigns. WICET will consider funding further community safety projects under its Community Investment Program.

To date, formal meetings have not been held with the Department of Housing and Public Works (DHPW), although other Government stakeholders were briefed regarding WICET's strategy during its development (eg Queensland Treasury). Future consultation may be extended to include the DHPW.

4.8.3 Other projects

Coordination of construction periods already takes place with WICET primarily liaising with the LNG proponents, QR National, Rio Tinto, GRC, GPC, other local industries, support agencies and the wider community. Formal forums in which WICET participates include the Gladstone Industry Working Group and Gladstone Industry Leadership Group.

Cumulative impacts of the peak workforce will be analysed and monitored by WICET's Accommodation Working Group, in liaison with the above, and through the Project's proposed participation in the State Government's Cumulative Housing Working Group to which WICET already contributes data via the Gladstone Project Survey.

5. Traffic

WICET will provide DTMR with the detailed drawings for any proposed roadworks for comment and review. A Road Corridor Permit will be obtained prior to any works within a State-controlled road reserve. The finalised drawings, plans and Road Corridor Permits will be approved by DTMR at least one month prior to commencement of construction. Roadworks will be completed before significant WEXP1 and WEXP2 construction commences.

The Terminal internal roads are to be developed as part of Stage 1 and will be a combination of bitumen sealed single lane carriageways (i.e. one lane in each direction) and unsealed maintenance tracks (for low frequency of use tracks). Speed limits will be set by WICET to reflect design standards utilised and risk assessments.

A new traffic study will be required to address the changes to the Project as a result of WEXP1 and WEXP2. The traffic study will assess vehicle and vessel movements as a result of simultaneous construction to address the logistics of the site and any potential changes to marine and land traffic requirements. It will address both DTMR and GRC controlled roads.

WICET will enter into a road infrastructure agreement with GRC, setting out the processes to be used for identifying and implementing mitigation, maintenance and restoration measures for local road infrastructure to be used by the Project during the construction phases. A Pavement Impact Assessment will be prepared by WICET for the construction of WEXP1 and WEXP2 using methodology adopted by GRC. The Pavement Impact Assessment will be assessed and approved by GRC.

Projected movements of excess dimension vehicles in relation to the construction and operation of WEXP1 and WEXP2 will be provided to the Queensland Police Services (QPS).

A Bulk Fill Sourcing and Haul Route Options Study is being undertaken for WEXP1 to assess the options of borrow sources and the quantities available as well as the haul route options (including the proposed overpass). Information regarding the number and frequency of vehicles transporting bulk fill material will be addressed in the traffic management study, which will be undertaken in consultation with DTMR and GRC.

5.1 Road Impact Assessment

WICET will update and finalise the Road Impact Assessment (RIA) based on the latest Project traffic generation projections and updated background traffic estimates, to identify and deal with the Project traffic impacts on safety, efficiency and condition of State-controlled roads. The RIA will undertake a detailed traffic volume assessment, taking into account the cumulative impact of WEXP1 and WEXP2 and other significant projects currently proposed or undergoing approval processes in Gladstone.

The RIA will be updated in accordance with the *Guidelines for Assessment of Road Impacts of Development* (2006), in consultation with the Manager (Corridor Management and Operations), Fitzroy Regional Office. The RIA will be submitted to the Manager for review and approval.

The RIA will be prepared no later than 3 months after the Coordinator-General approves the EIS Change Request, or the WICET Bulk Fill Sourcing Strategy is finalised (whichever is the later). The RIA will be completed no less than 3 months prior to commencement of construction of WEXP1 and WEXP2.

5.2 Road-use Management Plan

The Road-use Management Plan (RMP) will be updated for all uses of the State-controlled Roads and Local Roads for each phase of the Project, in consultation with the DTMR Manager (Corridor Management and Operations), Fitzroy Regional Office and GRC, and in accordance with the *Guidelines for Assessment of Road Impacts of Development* (2006).

The RMP will be approved by DTMR and GRC prior to its implementation and prior to commencement of the expansion Project construction traffic.

The RMP will include the following:

- Details of all Local Roads (controlled by GRC) to be used by the Project including:
  - Routes to be used
  - Anticipated traffic volumes (by type)
  - Duration of expected usages and details of expected traffic volume peaks
- A summary of the latest traffic generation for the State-controlled Roads
- Final assessment of the impacts on safety, efficiency and condition at intersections, on road links and on pavements etc
- Updated impact mitigation strategies to ensure impacts on safety, efficiency and condition at intersections are adequately mitigated

The RMP will be prepared no later than 3 months after the Coordinator-General approves the EIS Change Request, or the WICET Bulk Fill Sourcing Strategy is finalised (whichever is the later). The RMP will be completed no less than 3 months prior to commencement of construction of WEXP1 and WEXP2. .

5.3 Traffic Management Plan

WICET will finalise the TMP for all construction, access and other activities in State-controlled road reserves at least 1 month prior to the commencement of WEXP1 and WEXP2 construction. The TMP will be prepared in accordance with DTMR's *Guide to Preparing a Traffic Management Plan* and in consultation with the Manager (Corridor Management and Operations), Fitzroy Regional Office and QPS.

6. Project Commitments

The following Project commitments agreed to by WICET, to be implemented during design, construction and operation of WEXP1 and WEXP2, include:

Air quality

1. WICET will continue the commitment to achieving the EPP (Air) air quality objectives, including less than 50 µg/m^3 of PM_{10} expressed as a 24 hour rolling average. Monitoring will be undertaken at the WICET site boundary to ensure compliance.

Mosquito management

2. WICET will update the Pest Management Plan to include mosquito management and vector control. The updates will be prepared in consultation with GRC.

Safety

3. Safety Management Plan and Emergency Response Procedures, developed as part of Stage 1, will be adopted for WEXP1 and WEXP2 and updated where required.

Waste

4. WICET will ensure that the waste contractors liaise with GRC and provide estimates of monthly waste disposal levels and seven (7) days notice of any estimated peaks of waste levels to be disposed of at GRC waste management facilities.

Social

5. WICET will continue to implement the Accommodation Management Strategy with the Accommodation Management Working Group
6. WICET will continue to implement the WICET Voluntary LIP Plan
7. WICET will continue to implement the Communications, Community Relations and Stakeholder Management Plan and undertake regular community liaison
8. The WICET Emergency Response Team and HSE Manager will continue to liaise with the QPS Gladstone District Officer, QAS and QFRS representatives
9. WICET will continue to consult with the Department of State Development, Infrastructure and Planning - Social Impact Assessment Unit regarding local housing and accommodation

Traffic

10. The RIA and RMP will be prepared no later than 3 months after the Coordinator-General approves the EIS Change Request, or the WICET Bulk Fill Sourcing Strategy is finalised (whichever is the later). The RIA and RMP will be completed no less than 3 months prior to commencement of construction of WEXP1 and WEXP2. The RIA and RMP will be submitted to the DTMR Manager (Corridor Management and Operations), Fitzroy Regional Office.

11. WICET will finalise the Traffic Management Plan (TMP) for construction, access and other activities in State-controlled road reserves at least 1 month prior to the commencement of WEXP1 and WEXP2 construction.

12. A Pavement Impact Assessment will be prepared by WICET for the construction of WEXP1 and WEXP2 using methodology adopted by GRC. The Pavement Impact Assessment will be assessed and approved by GRC.

13. WICET will provide QPS with information regarding projected movements of excess dimension vehicles in relation to the Project. Ongoing communication and liaison with

QPS will be undertaken during development of the TMP, to inform of Project progress and of any potential impacts.

Appendix A

Agency comment summary table

Appendix A

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
1	**Department of Community Safety**				
1.1	QAS	SPP1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide	The proposed change may result in a decrease in accommodation availability and increased pressure on social infrastructure in the surrounding community.	Implement management strategies to address the consequences of limited accommodation availability and affordability and the impact for local residents, including emergency service personnel, in securing suitable accommodation at a reasonable cost. Also required is the identification of viable housing initiatives and commitments that the project can assist the local community, low income earners and critical workers with residential housing availability and affordability factors, should the project result in a significant increase in the construction workforce.	Section 4.1
1.2	QFRS – State Community Safety Operations Branch	EIS Change Request	There are no significant impacts imposed on emergency services by the change application. QFRS understands the proponent will comply where necessary with relevant Queensland statutory legislation and will implement safety and health management systems to mitigate hazard and risk.	QFRS advise the following: • Implementation of emergency response plans detailing mitigation strategies to achieve specific outcomes as outlined in the SPP1/03 • Development of safety management plans and emergency response procedures in consultation with state and regional emergency service providers, and provide adequate training to staff tasked with emergency management activities • Hazard analysis and risk assessment undertaken in accordance with AS/NZS ISO31000:2009 and HB203:2009 • All dangerous goods, explosives and hazardous substances transported, stored and handled in accordance with relevant legislation • Compliance where necessary with Fire and Rescue Service Act 1990	Section 2.11
1.3	QFRS – Central Region	EIS Change Request	No issues identified.		-

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
1.4	EMQ	EIS Change Request	EMQ has identified the following issues of relevance: • The Proponent should familiarise themselves with the QLD Disaster Management Arrangement and the EMQ QLD Resources Sector factsheets on disaster management issues • The Proponent should establish links with the Local Disaster Management Groups across the construction and operation areas; support to the Disaster Management system should be offered to local government and communities in the event of the impact of a disaster situation • Complete a comprehensive disaster risk management study addressing the range of hazards potentially impacting operations. Refer to Australia/New Zealand AS/NZS ISO 31000:2009 and the National Emergency Risk Assessment guidelines. Develop an employers-supported social responsibility ethos within the workforce of volunteering with the local emergency services (SES, QFRS) or employee/employer giving.		Section 2.11
2	**Department of Environment and Heritage Protection (DEHP)**				
2.1	DEHP	EIS Change Request	No objection to the proposed changes to the WICT development and has no requirements for additional information.	EHP notes the need to amend the existing Acid Sulfate Soil Management Plan, and possibly other management plans, to reflect the changed development.	Section 2.2
2.2			Environmental Project (Air) Policy 2008 has amended the goal for air-borne particulates, measured as PM10.	Under 'Dust Management Objectives', Condition (B13): Omit PM10 Particulates less than 150 micrograms per cubic metre and replace with PM10 Particulates less than 50 micrograms per cubic metre expressed as a 24hour rolling average at the site boundary.	Section 2.3.1

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
2.3			Recommendation 9 of the Clean and Healthy Air for Gladstone (CHAG) report requires existing and new industries make a contribution to the cost of the Gladstone ambient air monitoring network.	Add: (B12) – the holder of the development approval must enter into arrangements with the administering authority to contribute to the capital and operation costs of the ambient air quality monitoring network in the Gladstone Region.	Section 2.3
3	**Department of Education, Training and Employment (DETE)**				
3.1	DETE	EIS Change Request	The proposed changes to the project are unlikely to have a significant impact on the employment and training impacts and therefore, we have no comment to provide at this stage.		-
4	**Department of Natural Resources and Mines (DNRM)**				
4.1	DNRM	EIS Change Request	DNRM has not identified any issues of concern to its interests raised by the change application, therefore we offer a Nil Response.		-
5	**Queensland Treasury and Trade**				
5.1	QTT	EIS Change Request	Queensland Treasury and Trade has no comments to make regarding the change application 1 for the Wiggins Island Coal Terminal (WICT) Project		-

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
6	**Department of Transport and Main Roads (DTMR)**				
6.1	DTMR	EIS Change Request	Condition 1: Updating Road Impact Assessment and Road Use Management Plan and their implementation	The Proponent shall undertake the following, no later than 1 month after the Coordinator-General approves the amended Assessment (Change 1) report, if approved: • Update and finalise the road impact assessment (RIA) based on the latest project traffic generation projections and updated background traffic estimates, to identify and deal with the project traffic impacts on safety, efficiency and condition of state-controlled roads, in accordance with *Guidelines for Assessment of Road Impacts of Development (2006),* in consultation with the Manager (Corridor Management & Operations) Fitzroy Regional Office; • Submit the updated RIA to the Manager (CM&O) Fitzroy for review and approval; • Update the road-use management plan (RMP) for all use of state-controlled roads for each phase of the project, in consultation with the Manager (CM&O) Fitzroy and in accordance with DTMR's *Guide to Preparing a Road Use Management Plan.*The RMP must summarise: latest traffic generation; finalise assessment of impacts on safety, efficiency and condition at intersections, on road links and on pavements etc.; and update impact mitigation strategies to ensure impacts on safety, efficiency and condition at intersections are adequately mitigated; and the RMP must be approved by DTMR prior to its implementation and prior to commencement of the development project construction traffic.	Section 5.1

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
6.2			Condition 2: Finalising detailed drawings and completion of any required roadworks	• The Proponent must prepare detailed drawings for any roadworks required to mitigate impacts of project traffic for review by DTRM and take account of the reviews; • Obtain necessary Road Corridor Permit approvals for any access to state-controlled roads; • Finalised drawing, plans and Road Corridor Permits must be approved by DTMR 1 month before commencement of construction of any additional required roadworks; and • Roadworks must be completed before significant construction associated with WEXP1 and WEXP2 commences.	Section 5.2
6.3			Condition 3: Finalising and implementing the Traffic Management Plan (TMP)	• 1 month prior to the commencement of any additional project construction works, the Proponent must finalise the TMP/s for all construction, accesses and other activities in state-controlled road corridors, to demonstrate how these road works will be safely undertaken; and • The TMP/s must be prepared in accordance with DTMR's *Guide to Preparing a Traffic Management Plan,* in consultation with Manager (CM&O) Fitzroy.	Section 5
7	**Gladstone Ports Corporation (GPC)**				
7.1	GPC	Executive Summary, pg. 5	Summary of Proposed Changes – 7th dot point states: *"The appearance of WEXP1 and WEXP2 is not new to the Gladstone landscape, and will be consistent with that of the approved Project'* GPC does not agree with this statement as the proposed new coal stockyard is adjacent to a major entrance road to Gladstone and the use of stacker/reclaimers will change the appearance of the Project.	Provide acknowledgement that the appearance of the Project is different to the approved Project due to: • The proposed addition a new stockyard which has a greater storage capacity of either Stage 1 or WEXP2; • The proposed change of using stacker/reclaimers; • The proximity of the new stockyard to public amenity including a main road Demonstrate how these inconsistencies with the approved Project will be addressed.	Section 3.2

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
7.2		Executive Summary, Table 1	GPC does not agree with a number of key findings or requires further information regarding key findings including those in the following sections: • 5 land use and project approvals • 6 transport • 9 water quality • 10 groundwater • 12 air quality • 16 aquatic ecology • 18 social • 22 visual amenity and landscape character	See comments for specific sections below.	-
7.3		s. 1.3.1	Project Scope is based on throughput being capped at 84Mtpa (70Mtpa +20%) Confirmation is required that the throughput remained capped at this tonnage and that a further 20% is not applied. There are implications on the project i.e. shipping, should the throughput be exceeded.	Confirmation is required that throughput will not be increased beyond 84Mtpa without further referral.	Section 2.1
7.4		s.1.3.2 Confirmation of User's Operation Requirements	May require an additional stacker-reclaimer, requested that the additional modelling to access dust, noise impacts be done as part of the operational works approval. However, under the new GPC Land Use Plan Operation Works approvals are not recognised and Op Works applications are only sent to a few agencies.	Provide an alternative approval process to be used for future changes. Provide information regarding how further changes to equipment will not result in an increase of terminal throughput capacity.	Section 3.1
7.5		S.1.7 & 5.2, 5.5.2	These sections do not appropriately reflect the intent of the GPC Land Use Plan.	The report must discuss the implications of amending the Land Use Plan to appropriately reflect the development. The report should also acknowledge the potential time implications this may have on the project, as amending the Land Use Plan requires a public consultation period.	Section 3.1

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
7.6		2 & 2.3.3	This section does not describe or justify the need for the proposed changes, particularly the new stockpile yard given the ultimate throughput of the Terminal (and therefore the economic benefits) are to remain the same and the completion dates for WEXP1 and WEXP2 are the same i.e. 2012 (section 1.4 and 3.2.6) 2.3.3 nominates the export of additional coal through the Terminal as a result of WEXP1 and WEXP1 will provide additional export revenue for Australia and the State, however, this application for project change is predated upon there being no change to the previously approved scope i.e. the same export capacity.	Justify the proposed changes including tripling the stockyard size for no extra throughput/exports.	Section 2.1.1
7.7		S 3.1.1 WEXP2 Summary	State that the WEXP2 is necessary to allowing the Terminal to achieve the approved area of Stage 1 and WEXP1 already equals the previously approved Stages 1, 2 and 3 for the same capacity of 84Mtpa.	Explain why WEXP1 and WEXP2 are both required to meet the approved capacity of 84Mtpa when the previous proposal could achieve the same capacity with improved efficiency and a lot less stockpile area.	Section 2.1.1
7.8		S 3.2.4 WEXP1 (approved components)	The title of this section is misleading because while some aspects of the WEXP1 development are previously approved, most are not.	Reformat the section/s into previously approved and approval sought.	Section 3.1.6

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
7.9		S 3.2.4 & 3.2.5	Advice provided that shiploading stream will increase from 7,200tph to 10,500tph nominal loading rate for WEXP1 and WEXP2. This represents an approximate 45% increase in loading rate. Increase loading rates appear to be inconsistent with the expected increase in capacity for these expansions. Nominal capacity for stage one with one berth and 7,200tph is 27Mtpa (3.2.3) Nominal capacity for WEXP1 with additional two berths and increased rate (10,500tph-45% increase) on second stream is additional 32Mtpa (1.3.2) Nominal capacity for WEXP2 with additional berth and increase on loading rate (10,500tph) is 25Mtpa. (additional berth in WEXP1 allows vessel loading to continue while loaded vessels waiting for the tide. Increased efficiency of shiploader results.) Concern that the increased loading rates anticipate higher throughput than that nominated. A 35% increase in throughput for WEXP1and WEXP2 over that Stage 1 would be anticipated when allowance is made for fixed pre-load and post-load times for vessels and capacity of standby berth. Should benefits be derived anticipated throughput for WEXP 1 & 2 could be of the order of 35-38Mtpa. Total -27 + 35 + 35 = 97	• Confirmation is required that throughput will not be increased beyond 84Mtpa without further referral. • Implications of increased shipping through the port have not been addressed – see comments on Section 6 Transport.	Section 2.1.2

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
7.10		S 3.2.7	Does not acknowledge that the EIS and SEIS did not assume Stages 1, 2 and 3 occurred concurrently and therefore only assumed a peak of 700(EIS) or 500(SEIS) construction workers at any one time. Does not acknowledge that there are other projects that will be occurring concurrently with WICET.	• Requires more transparency regarding comparison of approved Project to proposed Project changes. • Requires recognition that there are other large industrial projects undergoing construction concurrently with proposed Project which need to be assessed and addressed.	Section 2.5
7.11		Pp.3-12	Statement reads: '*there will be no lighting along the Terminal access road, as per GPC's request*'. GPC does require lighting on publicly accessible road as per normal street lighting requirements.	Remove statement. Access road does require lighting.	Section 2.1.3
7.12		S 3.3.1	Nominates stormwater will be recycled and reused, however details are not provided.	Provide information/drawings showing how water from all ponds will be recycled and information relating to volumes to be recycled and to be released to the Anabranch.	Section 2.6
7.13		S 3.3.2 Stockpile Lighting & S 22.1	Nominates that WEXP1and WEXP2 stockpiles do not need the level of flood lighting that is required for Stage 1 dozer operation.	Develop a lighting plan to illustrate how the introduction of operational lighting in the new Area B stockyard does not impact on the Gladstone town or shipping channels or adjacent Gladstone-Mt Larcom Rd. Provide details of how the stockpile lighting for WEXP1 and WEXP2 will differ from Stage1 stockpile lighting.	Section 2.1.3
7.14		S 3.3.2, pg. 3.15	Barge Ramp/Construction Access Wharf '*This facility will be utilised for ongoing development of the Project Marine Facilities* ***and for future industrial development within this section of the port'.*** Limited capacity exists following the development of WICT project for alternative users to gain access.	Ability for others to access this wharf needs to be demonstrated for this comment to be valid.	Section 2.1.3

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
7.15		S 3.4	Application explains internal roads will be bitumen sealed single lane roads. Dust will be generated by vehicles going off sealed surfaces e.g. when passing. Has the use of single lane roads been taken into account in dust emissions estimations?	Clarify whether this source of dust emissions was accommodated or not in the dust emission study.	Section 2.3
7.16		S 3.4	Application explains link road will be single land with 40km speed limit. GPC queries whether the design speed limit or a single lane is practical over a distance of 5.2km.	Demonstrate that a dual lane sealed road is not required for the link road.	Section 5
7.17		S 3.5.1 & 3.5.3	The WICET EIS allowed for the disposal of dredged material from all six berths (4 coal +2 other industry). The development of WEXP1 immediately after Stage 1 appears to limit the capacity of the disposal ponds to cater for the total volume of dredge material.	Additional information is required on the overall dredging strategy to cater for the dredge of six berths with the reduced area as a consequence of WEXP1. The dredge material associated with dredging berths 5 and 6 must be accommodated in the original EIS and SEIS.	Section 2.8
7.18		S 3.5.6	Application explains how diesel use has decreased, but doesn't say how much electricity consumption has increased with proposed changes.	Provide information relating to increased electricity consumption due to proposed changes.	Refer Section 7.5 of the EIS Change Request

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
7.19		S 3.5.7	Application states that water supply and storage demands of the proposed Project do not vary significantly from the approved Project. GPC queries the accuracy of this statement given the proposed addition of a large stockyard with significant dust emission mitigation associated with it and a new large area requiring stormwater capture. There is insufficient information regarding changes to water supply and storage in Section 9 Water Quality to make an assessment. Section 10 Groundwater refers to water storage drawings in s10.6.1 however, these were not available on the disc.	• Clarify additional water use needs and stormwater capture needs associated with the proposed new stockyard in Area B. • Clarify any changes to water use and storage needs associated with the proposed changes for the entire Project. • Provide detailed information and drawings for the proposed water storages including design, capacity, retention times etc. and how the water from all storages will be recycled and reused. • Provide information regarding when discharges will occur i.e. frequency and volumes • Provide information regarding proposed changes to water supply eg: ➢ The different sources, ➢ Volumes form the different sources • Clarify whether the Project still intends to source 80% of its water needs from onsite storages? • Clarify whether original mudflat material will be excavated for storage areas, and if so, where, how will it be assessed and treated for ASS.	Section 2.6
7.20		S 3.5.9	Lack of information regarding previously approved capacity and proposed capacity of stormwater capture.	• Require more information demonstrating how stormwater storage has changed to meet proposed changes. • Provide information regarding frequency of discharging excess water into Anabranch.	Section 2.6 and 2.7

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
7.21		S 6	Transport section does not acknowledge the significant increase of peak construction workforce from 500 (SEIS) to 1100 in the proposed change to Project. Transport section does not include a new traffic study in consideration of: • Projects that will be under construction concurrently with WICET; • WICET stages being undertaken concurrently in contrast to EIS and SEIS which assumed stages would be built consecutively, 3 years apart; • Increase of peak construction workforce from 500 to 1100; • Potential changes to marine and land vehicle/traffic requirements due to proposed changes.	• Require application to acknowledge doubling of peak construction workforce and conduct assessment accordingly and recommend mitigation measures. • Require a new traffic study to address changes since EIS and SEIS • Require a new assessment of vehicle and vessel movements as a consequence of simultaneous construction to address how logistics to site will be accommodated via land and water. Include any potential change to use of port facilities. • Clarify the exclusion of heavy vehicles from the traffic assessment given the significant increase in earthworks required and the potential impact of increased heavy vehicle movements on the Gladstone-Mt Larcom Road and its users.	Sections 2.4, 2.5 and 5
7.22		S 6.4.3	Information is lacking or ambiguous regarding transporting bulk fill to Area B stockyard.	Provide information regarding the infilling of Area B including the route to be used by heavy vehicles transporting fill, the number of vehicles, the frequency of vehicle movements etc.	Section 5
7.23		S 6.4.6	Application nominates that a significant volume of imported fill is required to complete WEXP1. Section is inconsistent regarding impact of increased traffic i.e. it is nominated that the project will have an impact, but traffic counts don't increase.	• Demonstrated that capacity is being retained to accommodate all the proposed dredging associated with all 6 berths of the Wiggins wharf. • Provide information regarding excavating material for WEXP1 i.e. the volume of material, whether the original mudflat will be excavated as well and the likelihood of ASS being disturbed. • Provide information regarding where excavated dredge material is to go, the route heavy vehicles will use and the number of vehicles, frequency of movements etc. • It is requested that a new traffic study be conducted and submitted for review.	Sections 2.2 and 2.8

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
7.24		S 9	There have been significant changes proposed to approved stormwater storage but no new details made available. The position of ponds in relation to the access road needs to take into consideration the space required for forested bunds and trees required for visual amenity and dust suppression.	• Clarify changes to stormwater storage including but not limited to exact location in relation to other structure e.g. roads and vegetation screening, storage design, capacity, retention time, volume for reuse, volume for release, frequency of releases etc. • Provide details of needs assessment and justification of storage proposed.	Section 2.6
7.25		S 9.8.1 & 11.6.3	The proposed changes need to address the capability of disposing of dredged material from all six berths proposed for the Wiggins Island Wharf Centre in accordance with the approved EIS.	Additional information required to demonstrate dredge material storage capacity will be maintained in accordance with the approved EIS/SEIS.	Section 2.8
7.26		S 9.8.3	First section regarding mitigation measures is confused and unclear e.g. how is “maintenance dredging” or “abrasive blasting” a mitigation measure for water quality? Second section “water storage and dewatering” refers to “bunds and settlement basins where water will be monitored prior to discharge”. This section also refers to the use of drains for water collection, but no details have been provided in the application.	• Clarify operational mitigation measures for water quality. • Provide necessary details for operation water storage and drainage and the monitoring of water quality to discharge.	Sections 2.6 and 2.7
7.27		S 10.6.1	Refers to Stormwater drawings which were not available.	Please provide a copy of required drawings.	Section 2.6 and Appendix B

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
7.28		S 12	GPC queries the finding that "changes proposed as part of WEXP1 and WEXP2 are not expected to result in an increase impacts to air quality (particulate matter) within the Gladstone region". The assessment provided has lacked consideration of: • The location of the proposed Area B Stockyard immediately adjacent to the Gladstone-Mt Larcom Road and the risk of coal dust on the main road (coal dust and light moisture provide a slippery surface), resuspension of dust from the road by cars/trucks etc. • The proximity of the proposed Area B stockyard to large mangrove areas and the impact of dust on mangroves. GPC queries the findings given the aspect of the proposed new stockyard which exposes the majority of the coal storage to prevailing northerly winds in summer and south easterly winds during the remainder of the year (an increase of 3-4 times the exposure of approved stockyards). The aspect of the original storage stockyards was determined with an aim of maintaining a reduced coal stockpile face to prevailing winds.	• Clarify the impacts of dust emissions due to the increased storage capacity of the terminal from 4.8Mt to 5.5Mt, an increase of 12-13%. • Assess the impacts of dust emissions from another new stockyard which is larger than either stage 1 or WEXP2 which greatly increases the surface area of exposed coal with particular consideration of the aspect of the coal stockyard to prevailing winds. • Provide an assessment on the risks of dust from new Area B stockpile on the Gladstone-Mt Larcom Road and recommend mitigation measures. • Demonstrate how mist curtains (s12.4.3) will be developed and used on the stacker/reclaimer stockyards. • Clarify use of water cannons when report nominates they are ineffective. • Clarify what assumptions regarding dust mitigation, if any, were made by the Katestone report.	Section 2.3

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
7.29		S12.3	A cumulative assessment has been conducted to assess the impacts of the Project in conjunction with emissions from the existing RGTCT, BPCT, the coal stockpiles at Gladstone Power Station, and ambient background levels based on representative monitoring data in the region. Predicted cumulative ground-level concentrations of TSP, PM10 and PM2.5 and dust deposition rates at nearest sensitive receptors were compared against the relevant Queensland air quality objectives.	• Have other pollutant sources also been included in the modelling or has it been restricted to emissions from RGTCT, BPCT and the Gladstone Power Station? If so, why were other large polluters not included in the model? • Provide details of the sensitive receptors and their proximity to the project.	Section 2.3
7.30		S12.4.1	Environmental bunds, with vegetated buffers have been designed, primarily for visual amenity, however are expected to result in a reduction in dust emissions leaving the Project site.	Provide details of what species will be included in the vegetated buffers, and whether mature trees are to be planted as well.	Section 2.9
7.31		S 12.4.2	Restricting vehicle speeds on unsealed haul roads to reduce dust generation.	Has dust generation from unsealed roads been included in the Katestone modelling?	Section 2.3
7.32		S 16	Lacks information relating to effect of dust and increase water releases from new Area B Stockpile to mangroves and aquatic ecology.	Provide an assessment of the risk of new Area B stockpile on adjacent mangroves and recommend mitigation measures.	Section 2.3
7.33		S 16.10.2	States there will be additional vessel movement expected as a result of the Project changes.	GPC requires assessment of vessel movements as a subsequence of ramping up construction from consecutive stages to all stages concurrently.	Section 2.4
7.34		S 16.10.3	The report acknowledges that there is potential for the artificial lighting to affect marine turtle behaviour.	Provide details of the type and location of lighting to be used on the project.	Section 2.1.3
7.35		S16.12	Concludes that increases in volume discharges from storage ponds will be minor due to the increase in stockyard area. However, no discussion or details relating to this issue could be found in this section, section 9 or elsewhere in the application.	Provided detailed information regarding expected increased releases including frequency, volumes etc.	Section 2.6

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
7.36		S 18.1 & 18.6	Incorrectly infers and states that a peak workforce of 1,450 was assessed during the EIS and SEIS when a peak of 650 was assessed in the EIS and a peak of 500 was assessed in Section 18 of the SEIS which each occurred during Stage 1.	Application needs to acknowledge that a peak of 1,100 is significantly higher than the peak of 500 assessed during the SEIS and address this increase in its Request for Project Change accordingly.	Section 2.5
7.37		S 18.6	Table 18.2 refers to Stage 1 having 300 construction workers, however Table 3.2 and Section 18.8 says there are 800 construction workers on Stage 1. Table 18.2 refers to stages 1, 2 and 3 in 2012 having a total of 1,100 workers. Is this supposed to be Stage 1 and WEXP1 and WEXP2? This table is inconsistent with Table 3.2 Table 18.2 says Stage 3 (WEXP2?) is to commence in August 2012 prior to Stage 2 (WEXP1?).	• Require clarification of peak workforce during Stage 1 construction and after Stage 1 assuming both WEXP1 and WEXP2 have both commenced construction. • Clarify construction start dates for WEXP1 and WEXP2.	Section 2.5
7.38		S 18.7.1	Does not address the proposed 12-13% increase in coal storage capacity and associated increased dust emissions. Does not take into consideration the increased dust, noise and light emissions could increase the perceived negative impacts of both RGTCT and the Project. Does not acknowledge that doubling the peak construction workforce for an extended period of time will adversely impact surrounding landholdings and their inhabitants or workforces.	Acknowledge and address impacts of proposed changes.	Sections 2.3 and 2.5

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
7.39		S 22	A key finding of the application is that "the appearance of WEXP1 and WEXP2 is not new to the Gladstone landscape, and will be consistent with that of the approved Project". GPC does not agree with this statement because: • The proposed new stockyard immediately adjacent to the main road entering Gladstone is very different from the approved Project that went out to public consultation; • The overpass adjacent to the project area which will give all the passing motorists a birds-eye view of the proposed new stockyard; and • The change to stacker/reclaimers which are not familiar around Gladstone given RGTCT and BPT do not use them The proposed visual mitigation is good in relation to its location, however, more information is needed in relation to: • Details of mitigation structure • Space allowed for mitigation • Consideration of view from overpass	• Require the application to address the significant change in visual appearance of the proposed Project given the addition of a new stockyard immediately adjacent to the main road entering Gladstone. • Require details of the location of mitigation structures and planting demonstrating sufficient space has been allowed e.g. for forested bunds, other plantings etc. • Require design details of mitigation measures e.g. width, height of bunds, species of plants to be used etc. • Require an assessment of how the visual amenity of the proposed changes can be mitigated/enhanced given the adjacent overpass on Gladstone-Mt Larcom Road.	Section 3.2

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
8	**Gladstone Regional Council (GRC)**				
8.1	GRC	1.	Traffic: it is noted that no comment is made in the change report on local road (Roads under the control of Gladstone Regional Council) traffic issues particularly with the overlay that will now occur with construction staff and construction traffic movements on roads that are already experiencing significant increases in traffic volumes from this and other projects. A listing of all local roads utilised by project traffic, details of anticipated traffic volumes, type and duration is sought along with a Local Road-Use Management Plan for such roads and the requirement for an agreement with Council on the use of the roads and the mitigation measures to be used for the projects use of local roads.	That the project Proponent be required to: a) Provide details of all Local Roads (Gladstone Regional Council controlled roads) to be used by the project including: a. Routes to be used; b. Anticipated traffic volumes (By type) by road; c. Duration of expected usages and details of expected traffic volumes peaks. b) Prepare a Road Use Management Plan for local roads for the project for approval by Gladstone Regional Council; c) Enter into a road infrastructure agreement with Gladstone Regional Council with such agreement setting out the processes to be used for identifying and implementing mitigation, maintenance and restoration measures for local road infrastructure to be used by the project during the project construction phases. d) Prepare a pavement impact assessment (using the methodology adopted by Gladstone Regional Council) for EXP1 and EXP2 construction phases of the project for assessment and approval by Gladstone Regional Council.	Sections 5 and 5.2

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
8.2		2.	Housing: more clarity about how the peak workforce will be housed so as to not continue the existing impact of increase the existing impact on availability of housing in the community as it will now be for a longer period concurrent with other demands from existing and proposed LNG projects would be required. Council understands that there is a commitment by the WICET project to the provision of camp style housing at the Calliope River Road Camp for FIFO/DIDO staff however Council also aware that there are a significant number of project staff housed in rental housing in the community. Advice as to the mitigation measures utilised by the WICET project to minimise the impacts on rental rates in the community is sought.	That the project Proponent be required to provide an integrated housing strategy for the housing of staff for EXP1 and EXP2 stages of the project for approval by the Coordinator-General with particular emphasis on advice being provided in that strategy on measures to be implemented that will minimise the impacts of the project staff demands on rental housing in the community.	Sections 4.1 and 4.2

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
8.3		3.	**Bussing of employees housed in the community.** It is understood in the current stage of the project (Stage 1) that there is much higher than anticipated staff for the project residing in the community rather than in the nominated DIDO/FIFO camp on Calliope River Road. With project staff numbers currently edging towards 850 with more than half housed in the community it is also understood that some significant numbers are being bussed from sites throughout the community. This bussing strategy is to be commended and encouraged however Council is experiencing community issues with the parking of project workers from a number of projects on road verges, off road at unofficial carparks (both constructed and not constructed) and at its various park areas. Previously for similar projects there have been sites identified adjacent to community infrastructure that could be developed and used as off street carparks for small car/bus interchange points which, at the completion of the project provided legacy carpark infrastructure for the community. Arrangements should be made with Gladstone Regional Council and/or appropriate sporting/community clubs with suitable land for such sites to be determined and upgraded for the car/bus interchange points for workers.	That the project proponent be required to: a) Provide bussing options for its staff located throughout the community of Gladstone and its immediate environs (Boyne, Tannum Sands, Calliope and Benaraby) to and from the project work site: b) Actively encourage the taking up of such bussing by project employees; and c) Provide car/bus interchange points for this purpose in consultation with Gladstone Regional Council and relevant sporting and community groups.	Section 4.5

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
8.4		4.	**Waste:** Clarity as to revised expected volumes to be disposed at the Benaraby landfill will be sought. The waste management plan provided estimates annual levels of waste generation by the project including estimates of waste levels to be disposed of at Council waste management facilities. Contractors engaged for the removal of this waste to Council's land fill sites need to be encouraged to advise Council (as the land fill operator) of estimated waste levels and to give early advice of any estimated peaks in disposal needs.	That the project proponent be required to ensure that its waste contractors to liaise with Gladstone Regional Council and provide Gladstone Regional Council with estimates of monthly waste disposal levels and to provide seven (7) days notice of any estimated peaks in such disposal requirements.	Section 2.10

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
8.5		5.	**Mosquito Management:** The documents provided with the change application do not seem to cover vector control / management at all. Council has concerns relating to how WICET is going to manage the potential increase in mosquito breeding from their earthworks blocking off drainage areas. It is noted that heading along Port Curtis Way now that there has been many 'cells' created that are holding water which will very much breed mosquitoes. Council is contracted to manage mosquito breeding on the ports land however Council staff cannot access these areas under construction. Council has not seen any real impacts as yet however we're not in the breeding season. Council is of the view that WICET will need to ensure that there is appropriate drainage occurring from the areas that are being reshaped/formed to ensure water is not ponding. Council can see real issues occurring in the summer months unless this is properly managed particularly now given the longevity of these issues that will be experienced. The changes also have not set out how this will be managed.	That the project proponent be required to provide a mosquito management plan and that this plan be prepared in consultation with Gladstone Regional Council with mitigation measure determined to be approved by Gladstone Regional Council.	Section 2.1
9	**Maritime Safety Queensland (MSQ)**				
9.1	MSQ		MSQ have no objections to the proposed changes.		-

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
10	**Queensland Police Services**				
10.1	QPS	**Chapter 6 Transport** **Sections 6.4 & 6.5**	Chapter indicates construction traffic is expected to impact on traffic in the wider area for a longer duration than predicted in initial EIS. Anticipates • Increased construction vehicle traffic on surrounding road networks • Disruption, general safety and access issues, including road closures (temporary and permanent) • Potential need for increased road maintenance due to traffic increases Indicates a traffic management study will be undertaken in consultation with DTMR and GPC to assess potential impacts and management measures	The QPS is one primary responder to traffic related safety issues, incidents and related complaints. The QPS requests ongoing consultation and involvement in the ongoing review of the Traffic Management Plan. Point of contact for QPS representation: District Officer Gladstone Police Phone: (07) 49713200 Fax: (07) 49713277 Regional Traffic Coordinator Rockhampton Regional Office Phone: (07) 49323400 Fax: (07) 49323465	Sections 5.3 and 4.8.2
10.2		**Chapter 6 Transport** **Appendix 1 TMP**	The Change Request material and Traffic Management Plan at Appendix 1 contain no specific information in relation to the movement of excess dimension vehicles ('wide loads') during construction in particular, or operational phase generally.	The movement of excess dimension vehicles is a road safety issue of concern for the QPS, particularly in light of the cumulative activities of various resource projects in the Gladstone area. The QPS requests detailed supplementary information is provided concerning projected movements of excess dimension vehicles in relation to this project. Point of Contact for discussion District Officer Gladstone Police Phone: (07) 49713200 Fax: (07) 49713277 Regional Traffic Coordinator Rockhampton Regional Office Phone: (07) 49323400 Fax: (07) 49323465	Section 5

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
10.3		**Chapter 6 Transport** **Appendix 1 TMP**	Initial studies / approval for this project occurred in 2006-2008 period. Review of traffic plans undertaken as outlined in the TMP in 2011. Provided information does not squarely address cumulative impacts of this outlined project change against currently operating major or significant projects and *planned* projects of that nature in the Gladstone area	The QPS requests the proponent undertakes a detailed traffic volume assessment taking into account the cumulative impact of these proposed project changes in conjunction with traffic volumes in 2012 and impacts associated with significant projects currently proposed / undergoing approval processes in the Gladstone area. Point of Contact for discussion District Officer Gladstone Police Phone: (07) 49713200 Fax: (07) 49713277 Regional Traffic Coordinator Rockhampton Regional Office Phone: (07) 49323400 Fax: (07) 49323465	Section 5.1
10.4		**Chapter 18 Social** **3.1.2** **3.2.9**	Proponent recognises pressure cumulative impact of multiple projects has placed on housing. Aged data may not take into account activities in LNG industry in particular in late 2011/ 2012 to date. Acknowledges future forecast of land availability not keeping pace with dwelling demand. Outlines work force camp preference but acknowledges short fall of rooms. Pressure on public housing affects capacity of emergency services such as QPS to attract / retain staff, unable to find suitably priced housing in overly burdened housing market.	It is requested the proponent provide as a mitigating measure a financial commitment to QPS annually where median rentals remain above the Brisbane median rental. Recommended that the proponent considers this commitment in terms similar to the LNG Housing Scheme for Emergency Service workers where $250 per week subsidies are offered to police. This should be extended for the life of the construction and where the median remains unaffordable against the Brisbane median and key ANZ Housing affordability indicators Point of Contact for discussion District Officer Gladstone Police Phone: (07) 49713200 Fax: (07) 49713277	Section 4.4

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
10.5		**Chapter 18 Social**	Little information as to the impact of increased work force on issues of social disorder, crime and calls for service relevant to QPS. Wider studies relating to non resident work force accommodated in camp situations with low community involvement attribute increases in social disorder in local communities during off shift periods. Peak work force during construction of in excess of 1000 persons may have an impact on policing issues in Gladstone generally and may add to ongoing burdens associated with the increased population as a result of the cumulative activities of various industry operators. Further little information provided about protocols / planning in relation to incident and offence investigation / management at nominated residential camp.	The QPS has a primary role in responding to issues of social disorder and undertaking preventative and proactive planning where appropriate and possible. It is recommended Social Impact issues be revisited with a view to including assessment of cumulative impact and that mitigating measures include funding contribution to community safety projects over the period of the construction (through to 2018) be considered. Recommend relevant stakeholders including proponent develop relationship with OIC Calliope Police with view to consultation and protocols around response to crime and calls for service on camp site. Point of Contact for discussion District Officer Gladstone Police Phone: (07) 49713200 Fax: (07) 49713277	Section 4.8.2

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
10.6		**Hazard and Risk** **Chapter 21** **Security Planning**	Security Management – No information is supplied in relation to the security of the proponent's site, both during construction and operational phases. When initial advice regarding this project was provided in 2006, the political environment around waterway based resource projects in Gladstone was significantly different from that being experienced currently. Interest Motivated Groups (IMG) recently targeted the harbour in relation to environmental concerns and it is envisaged IMG activity will increase, attracting both local and interstate support. IMG activity has the potential to result in personal and property safety incidents with serious ramifications. Given the location and operations of the project, it is considered likely the site may draw the attention of IMG. This security threat is additional to mainstream security threats such as theft, damage and trespass related offences.	The QPS is the primary responder to IMG activity where incursions into private sites or activities in public space (waterways) has the potential to threat property, personal safety and commercial activity. The QPS recommends detailed security plans be developed for the project site and the QPS be consulted in the development and maintenance of those plans. Point of Contact for discussion District Officer Gladstone Police Phone: (07) 49713200 Fax: (07) 49713277	Section 2.11
10.7		**Hazard and Risk** **Chapter 21** **Emergency Management Planning** **H**	Documentation compiled in 2006 and updated versions thereof contain very limited information in relation to the management of emergency and disaster related events, including natural disasters. Some mention in initial EIS as to QPS and the Gladstone 'Disaster control group'. Plans do not accommodate changes in council boundaries (affecting the formation of Local Disaster Management Groups) or significant changes to the Disaster Management Act 2003.	The QPS is a coordinating agency and / or primary responder to emergent and disaster related incidents. The QPS requests ongoing consultation in relation to the development of a suite of emergency management plans to address land, marine and rail based emergencies relevant to the proponent's activities and sites. Point of Contact for discussion District Officer Gladstone Police Phone: (07) 49713200 Fax: (07) 49713277	Section 4.8.2

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
10.8		**Shipping movements** **Project Description Volume1 Chapter 3**	Information is provided in relation to the proposed berths at the facility and the movement of coal to the berths however very little contemporaneous information provided on the anticipated number of ship movements to and from the facility when operational. Difficult to anticipate the impact shipping traffic may have on the limited capacity of QPS resources (Gladstone Water Police) to address marine based incidents.	The QPS is one primary emergency responder to incidents of marine offences and incidents. It is requested the proponent provide information on and consult with the QPS in relation to proposed or forecast ship movements including in relation to size, frequency and timings Point of Contact for discussion District Officer Gladstone Police Phone: (07) 49713200 Fax: (07) 49713277	Sections 2.4 and 4.8.2
11	**QR National**				
11.1	QR National		From a planning and approvals perspective, QR National Network has not objections and supports your proposed changes.	We would appreciate being kept informed of the process and outcomes of your submission, particularly any aspects that may impact us from an interface management or environmental approvals perspective.	-
12	**State Development and Infrastructure Planning (SDIP) – Social Impact Assessment (SIA)**				
12.1	SDIP - SIA	1	Housing and Accommodation Issues	Claim by proponents that MAC camp will cater for the majority of FIFO workers – also state that accommodation requirements will be met by existing available accommodation • This is not clear and requires further information to establish timing of camp, who from the workforce can access the camp, how all levels of contractors are accommodated. • Need to consider the cumulative impacts of peak workforce and accommodation requirements given change resource project demographics in Gladstone since 2008. • Clarify context of what existing available accommodation means, is this reference to MAC Camp or broader??	Section 4.2

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
12.2		2		Coordination of peak construction periods between different projects. • How do they intend to do this, and how will they deal with delays or changes in project and shortages of accommodation as a result.	Section 4.8.3
12.3		3		Implementation of Accommodation Management Strategy (AMS) • Obtain copy of existing AMS. Is this available? Was it developed in consultation with stakeholders? • Proponents have said that they keen to share information in regards to accommodation, availability and affordability issues and they reference an Accommodation Working Group (AWG) to do this. Is this mechanism in place? • SEIS states that AWG will review and refine mitigation measures should construction timeframes of projects overlap - will reduce demand on housing by construction workers by providing accommodation – negotiate with local agencies on development of workforce village – consult with relevant agencies to address skill shortages and co-ordinate with other developments to share infrastructure if practicable. Many of these issues now have greater importance and need to be implemented. • Proponent has recognised there may be a need to mitigate housing impacts in relation to availability and affordability, particularly if change in workforce numbers. • Clarification required in relation to the components of the AMS • Have they engaged with Dept of Housing in relation to AMS?	Sections 4.1 and 4.2

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
12.4		4	Community Engagement	Communication, Community and Stakeholder Management Plan (CCSMP) • Have proponents engaged with stakeholders and the community in regard to current changes and impacts • What methods have been adopted and what outcomes/ feedback have been received. • Community Liaison Program – What has been implemented, what are the intended outcomes and how does the proponent know they have been achieved?? • Is there a reporting, monitoring and reviewing mechanism as part of the CCSMP? • How have mitigation and management strategies been communicated to community and stakeholders? • Change report references Communication plan, Community Relations Plan, Engagement Plan Social and Community Consultation management Plan and Community Plan – Do any of these have incorporated legacy or community benefit outcomes that mitigate or support community outcomes or are they purely engagement plan and form part of overall Community Engagement strategy? • What is the status of these plans in relation to the Change Report?	Sections 4.8.1 and 4.8.2
12.5		5	Workforce Issues • Need clarification on total numbers –	Workforce Numbers • If stage 1 no's increase is there the potential for increase in numbers in stage 2 and 3 and if so how will accommodation issue be dealt with. • How many workers currently on project and what are their accommodation arrangements	Sections 2.5 and 4.3

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
12.6		6		Change in timeframe for Peak workforce • What is the time frame for peak workforce this is not clear in the documentation provided • How do numbers fluctuate over the life of 3 stages? • What is the timeframe for the Mac camp development to meet demand from WICET workforce? • What arrangements do they have in place to ensure that they can secure required beds for workforce? • Does timeframe for the expansion of TWAF meet proponents timeframe for the expansion of workforce • How will they ensure that there is no gap in delivery?	Section 2.5, 4.1 and 4.2
12.7		7		Local Employment – requesting that Contractors achieve around 80% local workforce • Have they engaged with Skills QLD and DET and /or implemented any training and development strategies to meet skills shortage. • Have they made any linkages to other proponents in Gladstone developing similar employment initiatives?	Sections 4.2 and 4.6
12.8		8		Workforce Management Plan • SEIS refers to setting up Training and Employment Working Group as part of Workforce strategy • Is strategy and working Group in place? Have they been developed in consultation with all stakeholders	Section 4.6
12.9		9	Local Industry Participation Plan (LIPP)	Proponents claim LIPP in place. • Has this been developed in consultation with State Development Infrastructure and Planning? • Is there a regular reporting requirement?	Section 4.7

Comment Number	Agency	Reference	Response	Advice/Recommendations/Suggested Solution	Addendum Reference Section
12.10		10	Mitigation and Management	Mitigation and Management Strategies include – Maritime Precinct and Maroon Group Acc Facility. They have committed $35M to the development of Maritime precinct • What is the current status of the Precinct proposal • Why has this been determined as a high priority strategy? • How does it mitigate housing, accommodation and workforce impacts?	Section 4.3
12.11		11	Cumulative Impacts	How do proponents intend to mitigate impacts when the projects will be operating concurrently with other resources industries projects in the Gladstone region? Particularly in relation to Housing Accommodation and Workforce issues.	Section 4.8.3
12.12		12		SEIS states that Accommodation Working Group will provide mechanism for monitoring AMS prepared with direct input from Local and State Government – Is this in place???	Section 4.1
13	**Skills Queensland**				
13.1	Skills QLD	Workforce Profile as a result of the proposed structural changes	Reference: Table 17 - construction for Stage 1 of the Project is expected to occur between 2011 and 2014 with a peak construction workforce of 800 employees. WEXP1 and WEXP2 are expected to have a peak construction workforce of 1,100 employees and an additional 67 employees for operation. It is intended that the construction workforce will transition from the WICET Stage 1 construction into the WEXP1 and WEXP2 construction, with a peak of 1,100 personnel for the Project.	The Terms of Reference for this Environmental Impact Statement was developed prior to the inclusion of the Workforce Management Criteria developed by Skills Queensland and the project has Coordinator-General approval. Skills Queensland recommend the completion of the current Workforce Management Plan Criteria template for future Progress Reports. The template is available at www.skills.qld.gov.au/significantprojects	Section 4.6

Appendix B

Drawings

Appendix C

Housing and Social