

Dredging outcomes

September 2019



Quick facts about the project

Current as at 18 September 2019

18.09.2019

Dredging completion

514

Trips to the **Dredge Material Placement Area**

Marine mammal sightings

Occasions when turbidity reached the **HOLD limit***

All EPA audits satisfied



All dredged material placed only within the approved area



Proactive measures taken to reduce marine pest and biosecurity risks

Marine mammal incidents

Several larger vessel booking applications are being processed

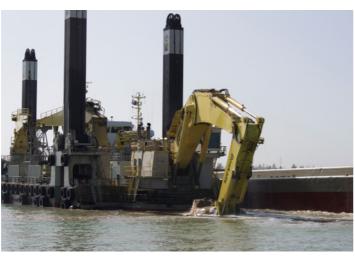
Dredging period

undertaken within anticipated timeframe

*HOLD limits reached as a result of combination of dredging and prolonged poor weather conditions.



Trailing Suction Hopper Dredge 'Gateway'



Backhoe Dredge 'Magnor'

KEY MILESTONES DURING DREDGING

Dredging for the Outer Harbor Channel Widening Project was completed within the anticipated schedule of June to September 2019. Here is an outline of some key milestones of the dredging process.

Dredging began with the Trailing Suction Hopper Dredge 'Gateway'

Jan to May

All navigation aids within the dredging footprint removed and temporary buoys installed

no issues identified

15 July

Completion of navigation aid reinstatement

Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

19 June

EPA Compliance audit undertaken

The world's largest Backhoe Dredge 'Magnor' arrived in the Port and commenced removing harder material that the Trailing Suction Hopper Dredge couldn't

70% of dredging completed with no issues identified

Turbidity levels reached HOLD for the first time, as a result of combination of dredging and prolonged poor weather conditions

18 September

All dredging completed

EPA Compliance audit undertaken with

49% of dredging completed

the dredge contractors in managing turbidity levels throughout the project.

operational activities.

The contractor was able to quickly respond when levels increased, by stopping work or altering methodology, to best manage conditions.

Environmental factors were

central to informing dredge

management decisions and

Live monitoring data supported

Key monitoring activities included:

Monitoring water quality every 10 minutes to manage dredge activity and minimise the impact on seagrass and other marine life

Trained Marine Mammal Observers on all dredge vessels to record mammal sightings near the dredges and alter operations to avoid mammals, if required

Conducting before and after works surveys on seagrass to track the impact of dredging and recovery

Implementing a Pacific Oyster Mortality Syndrome (POMS) Management Plan, which included dredging when the water temperature was below 18 degrees to ensure every precaution was taken to avoid the spread of the virus if present in the channel

Conducting surveys on Caulerpa taxifolia (a weed species that impacts seagrass) in the dredge area to inform measures needed to control potential spread

Thorough cleaning and inspections on the dredge equipment prior to arriving in Australia to reduce the risk of marine pests entering the Port

Live tracking of vessel locations and activities to manage dredging and dredge material placement



Turbidity levels reached HOLD on a total of four occasions, and Flinders Ports worked closely with the EPA to monitor and manage water quality to minimise the environmental impact.

The EPA acknowledged that poor weather conditions – including prolonged wet weather and strong winds - contributed to the high turbidity levels on occasion. At all times Flinders Ports operated within the limitations and restrictions of the EPA dredging licence to manage turbidity levels. Continuous engagement with EPA occurred throughout the dredging campaign.

POST DREDGING MONITORING

Flinders Ports will continue to monitor seagrass over the next two years. Post dredging seagrass surveys will be undertaken in April 2020 and April 2022 to align with pre-dredging baseline survey undertaken in April 2019.

Flinders Ports will continue to monitor the channel and swing basin for any necessary future maintenance. This is expected to be minimal.

ECONOMIC BENEFITS

With the dredging component of the Outer Harbor Channel Widening project now completed, South Australia is in an ideal position to accommodate the future of trade and tourism industry needs across the world.

Shipping lines have already begun booking larger vessels (Post Panamax) into Outer Harbor.

The Port will also now support the South Australian Tourism Strategy 2020, which aims to attract 100 ships a year, adding \$200 million to the state economy.



Outer Harbor Channel Widening Project

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