

Capital Works

Background

Port of Brisbane Pty Ltd (PBPL) is committed to investing in the sustainable development of the Port and to facilitating the trade requirements needed to support our region's growing population.

PBPL is currently in the early stages of planning for the future requirements of its shipping channel.

The proposed 25-year Port of Brisbane Channel Enhancement Project (CEP or the Project) aims to ensure the shipping channel servicing the port improves efficiency, reduces vessel emissions, and caters for the future needs of the global shipping market.

The Project aims to include the potential deepening and widening of the existing navigational channels, enhancement of the existing East Knoll Bypass Channel as well as minor re-alignments.

The Queensland Coordinator-General has declared the CEP as a 'coordinated project' under State legislation requiring an environmental impact statement (EIS).

The Commonwealth Government has also declared the Project as a 'controlled action' under its *Environment Protection and Biodiversity Conservation Act 1999*.

Accordingly, a single, comprehensive EIS for the Project will be prepared to address both State and Commonwealth Government requirements prior to an approval decision.

Under this process there will be several mandated public notification periods including as part of the release of the Draft Terms of Reference (ToR) for the EIS (which outline the matters and requirements the EIS must address) and on the Draft EIS documents once prepared.

Capital Works Program

Dredging will largely involve deepening and widening of the existing navigational channels for the Port of Brisbane in Moreton Bay from the Outer Bar of the Brisbane River through to the entrance of the channel at the Fairway Beacon near Caloundra.

A range of different seafloor sediments occur in the channel network and would need to be dredged including sand, indurated sand (coffee rock), muds, clays and silts.

The largest volume of dredge material will be from the widening and deepening of the existing East Knoll Bypass Channel in the eastern bay. Key advantages include reducing the ship transit time through the channel (reducing the time it takes for ships to get to the port) as well as improved safety by decreasing bend angles in the channel network.

Spitfire Channel does not form part of the Project, as the previously approved Spitfire Channel Realignment Project is already underway and has sufficient depth and width conditions to cater for larger vessels.

Due to the size and scale of the Project, it is proposed to stage dredging over a 25-year period.





It is expected dredging will most likely commence in the North West Channel (adjacent to Bribie Island) due to its exposure to the open ocean and the immediate benefits that can be achieved.

Dredging is currently envisaged to be undertaken using a medium-sized Trailer Suction Hopper Dredge, which collects material from the sea floor with a suction pipe.

This is the same type of vessel that is currently used for maintenance dredging at the Port of Brisbane, and most Queensland ports.

In terms of the additional dredging capacity required, PBPL may engage third party specialists, increase its in-house capacity, or utilise a combination of both.

Completing the dredging incrementally over time will also assist in managing both the placement and/or stockpiling of the dredge material so as not to disrupt ongoing ship movements in the channel.

As part of the EIS process, consideration will be given to how Port of Brisbane can beneficially reuse the dredge material as well as future maintenance dredging requirements.

The Port of Brisbane has a proud environmental record and currently operates dredging operations in Brisbane and across most Queensland ports on an annual basis. Our dredging operations are undertaken with the highest regard for the sensitive marine ecosystems and under strict permit conditions.

More information

PBPL will progress the proposed Channel Enhancement Project through the Queensland Government's coordinated project processes.

Detailed information about the EIS process is available at www.statedevelopment.qld.gov.au/coordinator-general

Information about the proposed Channel Enhancement Project is available at: www.portbris.com.au

Channel Enhancement Project study area

