PORT of BRISBANE
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Fact sheet #3
March 2025

Channel Material Reuse and Placement

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.

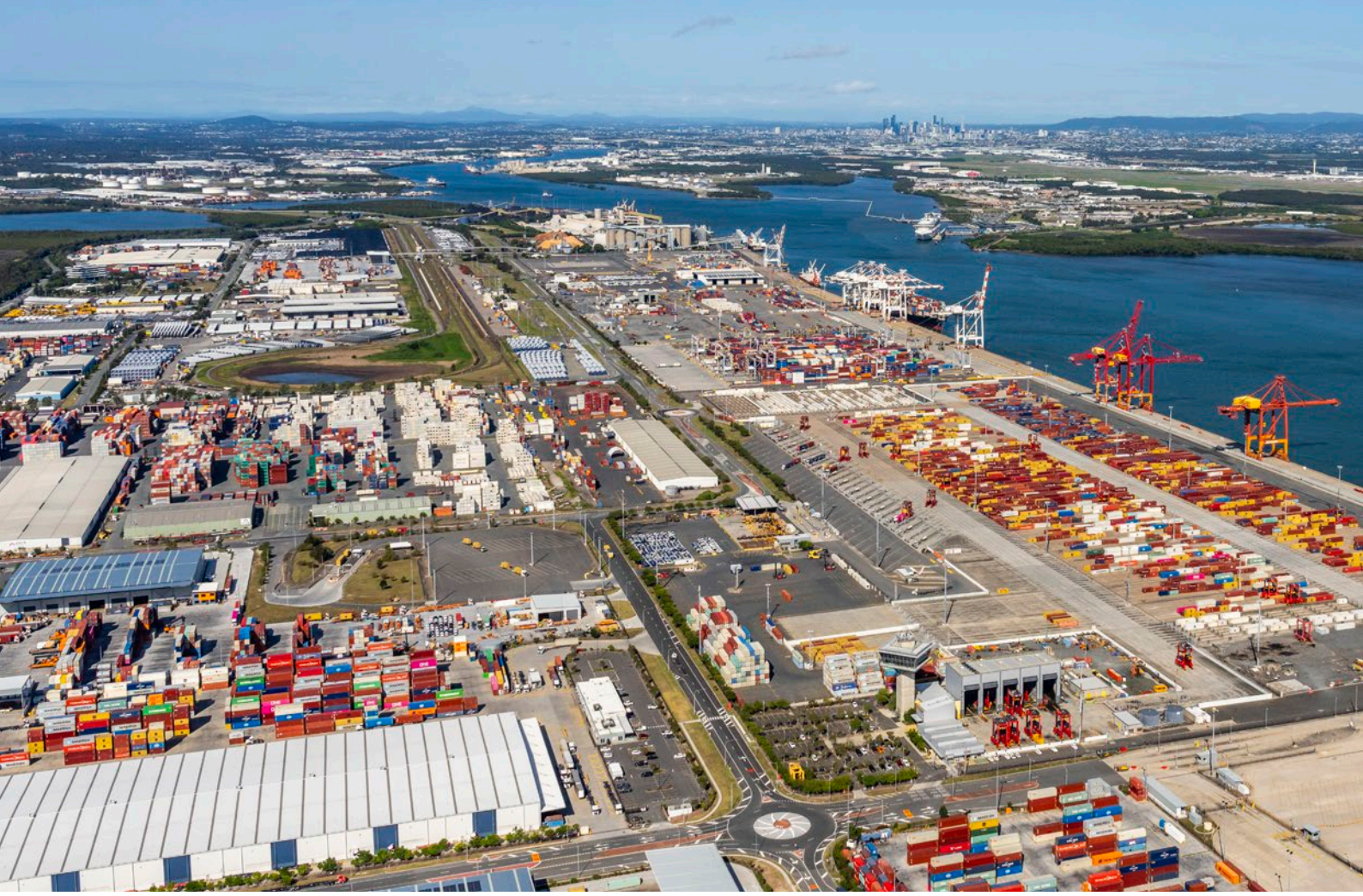
Channel Material Reuse

A key part of the EIS process will be the consideration of how the Port of Brisbane can beneficially reuse the marine sediments that need to be dredged as part of the Project.

There are potential beneficial reuse opportunities available for the sandy material that is to be dredged from the navigational channels as part of the Project.

The potential reuse opportunities include building applications such as concrete production, glass manufacturing, reclamation and making some of the high quality sand material available for local government beach nourishment purposes.

These opportunities will be further explored and documented as part of the EIS process.



Dredge Material Placement Areas

There is insufficient existing vacant land available at or near the mouth of the Brisbane River to accommodate the large volume of marine mud which would be dredged over the duration of the project from the Outer Bar and Bay Crossing segments of the Channel. The mud materials generally have very poor engineering qualities and require long drying times. This material also creates a range of undesirable environmental impacts from the placement and management of saline and acidic marine muds in terrestrial environments.

As a result, a key focus of the EIS will be the need to investigate potential new dredge material placement areas (DMPA).

Four 'optimised' DMPA alternatives have been identified as part of initial planning and are proposed for further study as part of the EIS. The EIS process will further investigate the environmental, social, heritage and economic benefits and impacts of each of these options in consultation with relevant regulatory agencies and stakeholders.

These options include (not in any order of preference at this stage) the following:

- Old Channel, Moreton Bay
- Fisherman Island FPE Area Expansion Reclamation
- Juno Point Reclamation
- Northern Deepwater Site.

It is expected that PBPL will narrow the four options down for assessment as part of the EIS.

Placement of the mud sediments into controlled reclamation areas (either at Fisherman Island or Juno Point) represents a beneficial reuse of the material.

Reclamation is consistent with how the Port of Brisbane and other ports in Queensland and overseas have been established and expanded over time. Dredging material placed in reclamation, overlain by sand, can be gradually dewatered and eventually used for future industrial land and can also include opportunities for habitat creation or enhancement.

Placement of dredge material at a designated site within Moreton Bay is undertaken annually for maintenance dredge material by the Port of Brisbane under strict permit conditions.

The assessments to be undertaken as part of the EIS will consider the full range of uses and values that could be affected by the establishment and operation of the DMPAs including environment, commercial uses such as fishing, cultural values and recreational uses of the area.

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