



# Port Kembla Gas Terminal

**Emergency Spill Plan  
Stage 2A and 2B Marine Berth  
Construction and Dredging – Land and  
Marine Based**

Australian Industrial Energy

30 May 2022



→ **The Power of Commitment**

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# Acronyms

Acronym	Definition
AIE	Australian Industrial Energy
Berth 101	MBD Site Compound
CLM Act	<i>Contaminated Land Management Act 1997</i>
CSSI	Critical State Significant Infrastructure
CTMP	Construction Traffic Management Plan
DEMP	Dredge and Excavation Management Plan
DP&E	Department of Planning and Environment
ECR	Emplacement Cell Report
EIS	Environmental Impact Statement
EMS	Environmental Management Strategy
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence
FSRU	Floating Storage and Re-gasification Unit
GHD	GHD Pty Ltd
GML	General Mass Limits
HM	Harbour Muds
HS	Harbour Silts
HSE	Health, Safety and Environment
KPI	Key Performance Indicators
LNG	liquefied natural gas
m <sup>3</sup>	Cubic metres
Marine Pollution Act	<i>Marine Pollution Act 2012</i>
MARPOL	International Convention for the Prevention of Pollution from Ships
MBD	Marine Berth Construction and Dredging
MLA	Marine Loading Arms
Navigation Act	<i>Navigation Act 2012</i>
OHDSCA	Outer Harbour Dredged Spoil Containment Area
ORF	Onshore Receiving Facilities
PANSW	Port Authority of NSW
PASS	Potential Acid Sulfate Soils
PIRMP	Pollution Incident Response Management Plan
PKGT	Port Kembla Gas Terminal
PKGT EIS	Port Kembla Gas Terminal Environmental Impact Statement
PKHD	Port Kembla Height Datum
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
POEO Waste Regulation	<i>Protection of the Environment Operations (Waste) Regulation 2014</i>

Acronym	Definition
POMP	Port Operations Management Plan
PPE	Personal protective equipment
RL	Reduced level
SMEC	SMEC Australia Pty Ltd
SOPEP	Shipboard Oil Pollution Emergency Plan
The Project	Port Kembla Gas Terminal Project
WQMP	Water Quality Monitoring Plan

# Contents

<b>1. Introduction</b>	<b>1</b>
1.1 Overview	1
1.2 Background	1
1.3 Purpose	2
<b>2. Project overview</b>	<b>3</b>
2.1 Site description	3
2.2 Project construction scope of works	5
2.3 Stage 2A: Construction of quay wall (MBD – Land Based)	9
2.4 Stage 2A: Power, communications, and water connections	11
2.5 Stage 2A: Construction of ORF	11
2.6 Stage 2B: Excavation and dredging	12
2.7 Stage 2B: Construction of the Emplacement Cell	16
<b>3. Roles and responsibilities</b>	<b>17</b>
<b>4. Legislative requirements</b>	<b>19</b>
<b>5. Planning requirements</b>	<b>22</b>
5.1 Conditions of approval	22
5.2 Environment Protection Licence	26
<b>6. Environmental aspects and impacts</b>	<b>28</b>
<b>7. Land-based spill response plan</b>	<b>29</b>
<b>8. Water-based spill response plan</b>	<b>30</b>
8.1 Land to water-based spill	30
8.2 Water-based spill	30
<b>9. Communication and complaints</b>	<b>31</b>
9.1 Internal communications	31
9.2 External communications	31
9.3 Complaints management	31
<b>10. Inspections, monitoring and audits</b>	<b>33</b>
10.1 Environmental inspections	33
10.2 Monitoring	33
10.3 Auditing	34
10.4 Environmental reporting	34
10.5 Compliance tracking register	34
10.6 Non - compliance, corrective, and preventative actions	34
<b>11. Incident management and emergency response</b>	<b>36</b>
11.1 Incident management	36
11.2 Emergency response	37
<b>12. Document management and review</b>	<b>39</b>
12.1 Record management	39
12.2 Review and revision of Emergency Spill Plan	39
12.3 Access to information	39

## Table index

Table 2.1	Construction stages/work packages	5
Table 2.2	Marine berth and wharf structures to be constructed during Stage 2A	9
Table 2.3	Construction of utility connections for Stage 2A	11
Table 2.4	Structures to be constructed for ORF during Stage 2A	11
Table 2.5	Marine based construction works during Stage 2B	13
Table 2.6	Emplacement Cell key features – Stage 2B	16
Table 3.1	Roles and responsibilities of Project Team	17
Table 4.1	Legislation and relevant policy applicable to this Emergency Spill Plan	19
Table 5.1	Planning requirements	23
Table 5.2	EPL No. 21529 conditions applicable to spill management	26
Table 6.1	Environmental aspects and possible impacts	28
Table 7.1	Land-based spill response action sequences	29
Table 8.1	Land to water-based spill response action sequences	30
Table 11.1	Emergency plans	37

## Figure index

Figure 2.1	Site overview	4
Figure 2.2	Stage 2A and Stage 2B works and location of MBD Site Compound, Emplacement Cell and Emplacement Cell Construction Site	6
Figure 2.3	Layout of MBD Site Compound	7
Figure 2.4	Layout of Emplacement Cell Construction Site	8
Figure 2.5	Location of quay wall and layout of MBD and ORF	10
Figure 2.6	Dredging and excavation works for MBD Site Compound (Stage 2B)	14
Figure 2.7	Emplacement Cell overview (Stage 2B)	15

## Appendices

Appendix A	AIE Emergency Response Management Plan
Appendix B	AIE Pollution Incident Response Management Plan

# 1. Introduction

## 1.1 Overview

This Emergency Spill Plan has been developed as a Sub - plan to the Port Kembla Gas Terminal Project (the Project) Environmental Management Strategy (EMS). This Emergency Spill Plan has been prepared by GHD Pty Ltd (GHD) on behalf of Australian Industrial Energy (AIE) to apply to construction activities associated with Stage 2A and Stage 2B construction of the Project. This Stage 2A and Stage 2B Emergency Spill Plan supersedes the Stage 2A Emergency Spill Plan.

This Emergency Spill Plan interfaces with the other associated Sub - plans, which together describe the proposed structure for environmental management and monitoring requirements for the Project. This Emergency Spill Plan addresses the requirements of the Port Kembla Gas Terminal Environmental Impact Statement (PKGT EIS) and associated Infrastructure Approval (SSI 9471) and Environment Protection Licence (EPL) No. 21529.

## 1.2 Background

AIE is developing the Project which involves the development of a liquefied natural gas (LNG) import terminal at Port Kembla, south of Wollongong, NSW. The Project will be the first of its kind in NSW and will provide a simple and flexible solution to the state's gas supply challenges.

NSW currently imports more than 95 percent of the natural gas it uses from other eastern states. In recent years, gas supplies to the Australian east coast market have tightened, resulting in increased natural gas prices for both industrial and domestic users.

The Project provides an immediate solution to address the predicted shortages and will result in significant economic benefits for both the Illawarra region and NSW. The Project will have a capacity to deliver more than 100 petajoules of natural gas, equivalent to more than 70 percent of NSW gas needs and will provide between 10 to 12 days of natural gas storage in case of interstate supply interruption. LNG will be sourced from worldwide suppliers and transported by LNG carriers to the gas terminal at Port Kembla where it will be re-gasified for input into the NSW gas transmission network.

The Project has been declared Critical State Significant Infrastructure (CSSI) in accordance with Section 5.13 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) (NSW) and Schedule 5 of the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP). The Project received Infrastructure Approval from the Minister for Planning and Public Spaces on 29 April 2019.

The construction of the Project is primarily associated with the establishment of a new berth facility at Port Kembla to enable an LNG carrier to berth alongside the Floating Storage and Re-gasification Unit (FSRU) and new infrastructure to connect the terminal to the existing gas network. Excavation and dredging would be required to establish the new berth facility, with spoil deposited in a cell (referred to as the 'Emplacement Cell') in the Outer Harbour.

The development has progressed to Stage 2A and Stage 2B works located at Berth 101 (referred to as the 'Marine Berth Construction and Dredging (MBD) Site Compound') and the Outer Harbour Dredged Spoil Containment Area (referred to as 'OHDSKA' or the Emplacement Cell). Collectively, these two locations are referred to as "the site". The Stage 2A works include:

- Completion of excavation works undertaken during Stage 1 (including transport of spoil materials to the Emplacement Cell Construction Site).
- Construction of the quay wall at the MBD Site Compound.
- Construction of Onshore Receiving Facilities (ORF) at the MBD Site Compound (including construction of Wharf Topside Area, Utility Area, and Common Area).
- Installation and commissioning of power, communications, and potable water.
- Installation of gas pipeline within the MBD Site Compound as part of ORF.

The Stage 2B works include:

- Continuation of Stage 2A works.

- Excavation and dredging of the MBD Site Compound in the Inner Harbour and the Emplacement Cell in the Outer Harbour.
- Construction of the Emplacement Cell in the Outer Harbour.
- Marine based construction activities including installation of navigational aids and revetments at the MBD Site Compound.

## 1.3 Purpose

This Emergency Spill Plan has been prepared in accordance with the PKGT EIS, Infrastructure Approval (SSI 9471) and EPL No. 21529. It describes how the management measures and commitments in the PKGT EIS and Infrastructure Approval (SSI 9471) and EPL No 21529 relating to potential contamination of soils, groundwater and/or surface waters from spills are to be implemented by the Principal Contractors during Stage 2A and Stage 2B construction of the Project. Specifically, this plan includes requirements to:

- Ensure the Principal Contractors implement industry best practice for the Stage 2A and Stage 2B works.
- Comply with the requirements of the PKGT EIS; EPL No. 21529 and Infrastructure Approval (SSI 9471).

AIE and its contractors acknowledge that maintaining effective spill management in the vicinity of the Project site is paramount to the successful delivery of the construction phase of the Project. AIE is committed to ensuring this Emergency Spill Plan is reviewed and updated regularly to ensure its objectives are met and that the approval conditions outlined in the Infrastructure Approval (SSI 9471) and EPL No. 21529 are achieved.

This Emergency Spill Plan is applicable to all staff, employees, subcontractors, and any statutory service authorities undertaking the Stage 2A and Stage 2B works described in Section 2 of this Emergency Spill Plan. The Emergency Spill Plan implementation and on-going development will be managed by the Project Team (refer to Section 3).

## 2. Project overview

### 2.1 Site description

The site of the Project is situated at Port Kembla within the Illawarra region of NSW, about 80 kilometres south of Sydney. Port Kembla is mainly characterised by an existing import and export terminal and multiple other business, cargo, logistics, bulk goods, and heavy industrial facilities in the vicinity.

Port Kembla is situated about two kilometres south of the centre of Wollongong. Other localities surrounding Port Kembla and the Project site include Mangerton, Mount St. Thomas and Figtree to the north-west; Unanderra to the west; Berkeley to the south-west; and Cringila, Lake Heights, Warrawong and the residential region of Port Kembla to the south.

The zoned land use in the region includes special use and industrial use at Port Kembla and a mix of primarily residential and commercial uses at the surrounding localities. Major infrastructure in the region of Port Kembla includes the Princes Highway, which is a major state and regional highway connecting Sydney and Wollongong and regional areas further south. Princes Highway provides access to Port Kembla through turnoffs at Masters Road, Five Islands Road and Northcliffe Drive and is broadly utilised including by heavy vehicles from the port.

The South Coast railway line runs along the periphery of Port Kembla including the stations Port Kembla, Port Kembla North, Cringila and Lysaghts. The rail line services commuters and is also used to transport bulk solid goods like coal, grain, copper and steel from Port Kembla. The environmental features of Port Kembla and the surrounding region are limited given the extensive industrial, commercial and residential development. Waterways in the region include the Gurungaty Waterway, Allans Creek, American Creek and Byarong Creek. Green space includes JJ Kelly Park and Wollongong Golf Club to the north and a larger open area to the south-west.

The Project will be predominantly located within land zoned for dedicated port and industrial uses. Berth and wharf facilities, as well as the FSRU, would be situated at Berth 101 at the Inner Harbour, while the gas pipeline would extend around the periphery of port operations from Berth 101 to a tie-in point at Cringila. The Emplacement Cell will be located in the Outer Harbour. A site overview is provided as Figure 2.1.



Data source: Aerial imagery - nearmap 2022 (image date 18/04/2018, date extracted 18/02/2019), General topo - NSW LPI DTDB 2017 & 2015, Cadastre - NSW LPI DCDB 2017. Created by: eibbertson

Figure 2.1 Site overview

## 2.2 Project construction scope of works

### 2.2.1 Overview

The Project construction scope of work has been divided into the three main packages (with associated activities), as outlined in Table 2.1. Construction staging of the Project has been approved in accordance with Condition 3 of Schedule 4 of Infrastructure Approval (SSI 9471) as per correspondence from the Department of Planning and Environment (DP&E) dated 27 October 2021. This Emergency Spill Plan applies only to the works associated with Stage 2A and Stage 2B.

Table 2.1 Construction stages/work packages

Stage	Package	Proposed commencement	Activities
1	Early Enabling Works	May 2021	Demolition of Berth 101, removal of structures and land based excavation works, and Cone Penetration Testing in the Outer Harbour to inform Emplacement Cell design and relocation of Bunker Oil Pipeline.
2A	Marine Berth Construction – Land Based	January 2022	Completion of excavation works undertaken during Stage 1. Transport of spoil materials to Emplacement Cell Construction Site. Quay wall construction.
		February 2022	Installation of communications conduit, potable water line, 11kV power cable, and padmount substation within the MBD Site Compound.
		April 2022	Construction of the ORF, which comprises three areas: Wharf Topside Area; Utility Area; and Common Area.
		June 2022	Pipeline construction and associated ancillary infrastructure within MBD Site Compound
2B	Marine Berth Construction and Dredging – Land and Marine Based	March 2022	Continuation of Stage 2A with addition of the following activities:
			Excavation/dredging of the MBD Site Compound in the Inner Harbour and construction of the Emplacement Cell in the Outer Harbour
			Marine based construction activities including installation of navigational aids and revetment shore protection.
3	Pipeline Installation including tie-ins (NGP)	June 2022	Construction of an 18" onshore natural gas pipeline approximately 6.3km in length from the Berth 101 site boundary to tie-in facility at Cringila for connection to the Eastern Gas Pipeline Pipeline construction to occur concurrently with Jemena, subject to separate set of management plans.

\*Proposed dates and may be subject to change.

The following will be undertaken as part of the Stage 2A land-based works:

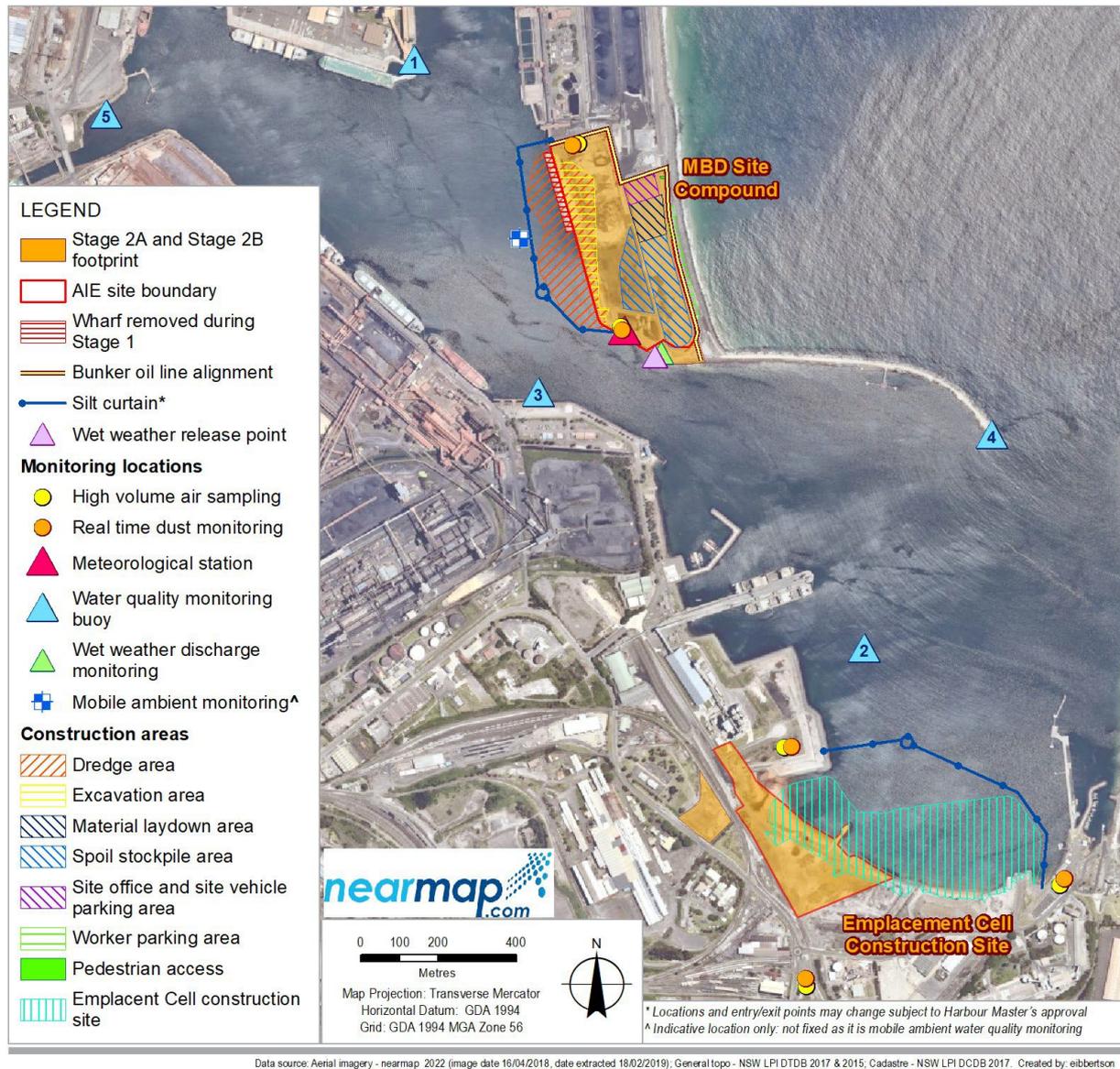
- Construction of the quay wall at MBD Site Compound incorporating finalisation of excavation works undertaken during Stage 1 (including transport of spoil materials to Emplacement Cell Construction Site).
- Installation of and commissioning of power, communications, and potable water.
- Construction of ORF at MBD Site Compound (including construction of Wharf Topside Area, Utility Area, and Common Area).
- Installation of gas pipeline within the MBD Compound site.

The following will be undertaken as part of the Stage 2B land and marine-based works:

- Continuation of Stage 2A works.
- Installation of site facilities and preparatory earthworks at Emplacement Cell Construction Site.
- Marine-based construction activities including installation of silt curtains, navigational aids, and revetment shore protection at the MBD Site Compound.

- Construction of the Emplacement Cell in the Outer Harbour.
- Excavation and dredging of the MBD Site Compound in the Inner Harbour.

An outline of the tasks associated with Stage 2A and Stage 2B is provided in Section 2.3 through Section 2.7. The site includes the MBD Site Compound, the Emplacement Cell Construction Site, and the Emplacement Cell located in the Outer Harbour. The location of the Stage 2A and Stage 2B works is shown in Figure 2.2



Data source: Aerial imagery - nearmap 2022 (image date 18/04/2018, date extracted 18/02/2019); General topo - NSW LPI DTDB 2017 & 2015, Cadastre - NSW LPI DCDB 2017. Created by: eibbertson

**Figure 2.2 Stage 2A and Stage 2B works and location of MBD Site Compound, Emplacement Cell and Emplacement Cell Construction Site**

## 2.2.2 Traffic

Road traffic generated by Stage 2A and Stage 2B will be controlled through the gate on Sea Wall Road. Heavy vehicle movements will be generated by the delivery of materials, equipment, and plant to the MBD Site Compound and transport of stockpiled material to the Emplacement Cell Construction Site.

In addition to the material that has already been transported to Emplacement Cell Construction Site (Outer Harbour Laydown Area) during Stage 2A, up to 30,000 cubic metres (m<sup>3</sup>) of material from the MBD Site Compound is anticipated to be transported via road to the Emplacement Cell Construction Site during Stage 2B. The activities associated with this task will involve loading, road transportation via truck and trailer (approximately 30-tonne capacity), unloading, stockpiling, and management of the stockpiles.

Light vehicle movements will be generated from construction workers accessing the MBD Site Compound and Emplacement Cell Construction Site. Parking will be provided for up to approximately 100 workers on the MBD Site Compound and approximately 37 workers at the Emplacement Cell Construction Site (refer to Figure 2.3 and Figure 2.4).

Road traffic movements will be undertaken in accordance with the Stage 2A and Stage 2B Construction Traffic Management Plan (CTMP).

The road traffic generated by Stage 2B will mainly be associated with the delivery of the quarry materials from quarries located in the surrounding area. It is anticipated that about 40-50 daily truck movements will be required, consisting of three - five axle semi-trailers or rigid truck and five axle dog-trailers of less than 40 tonnes (GML). The activities will take place during the standard daytime construction working hours, averaging approximately eight heavy truck movements per hour (four vehicles in and out of site). The total number of vehicles required for the operation will be 12-16.

The majority of traffic generated during Stage 2B activities will be marine traffic movements during dredging operations. Marine traffic navigation and management will be undertaken in accordance with a Port Navigation Plan, herein referred to as the Port Operations Management Plan (POMP). The POMP has been produced by the Stage 2B Principal Contractor in consultation with the Port Authority of NSW (PANSW) and is consistent with the principles in the CTMP for Stage 2A.

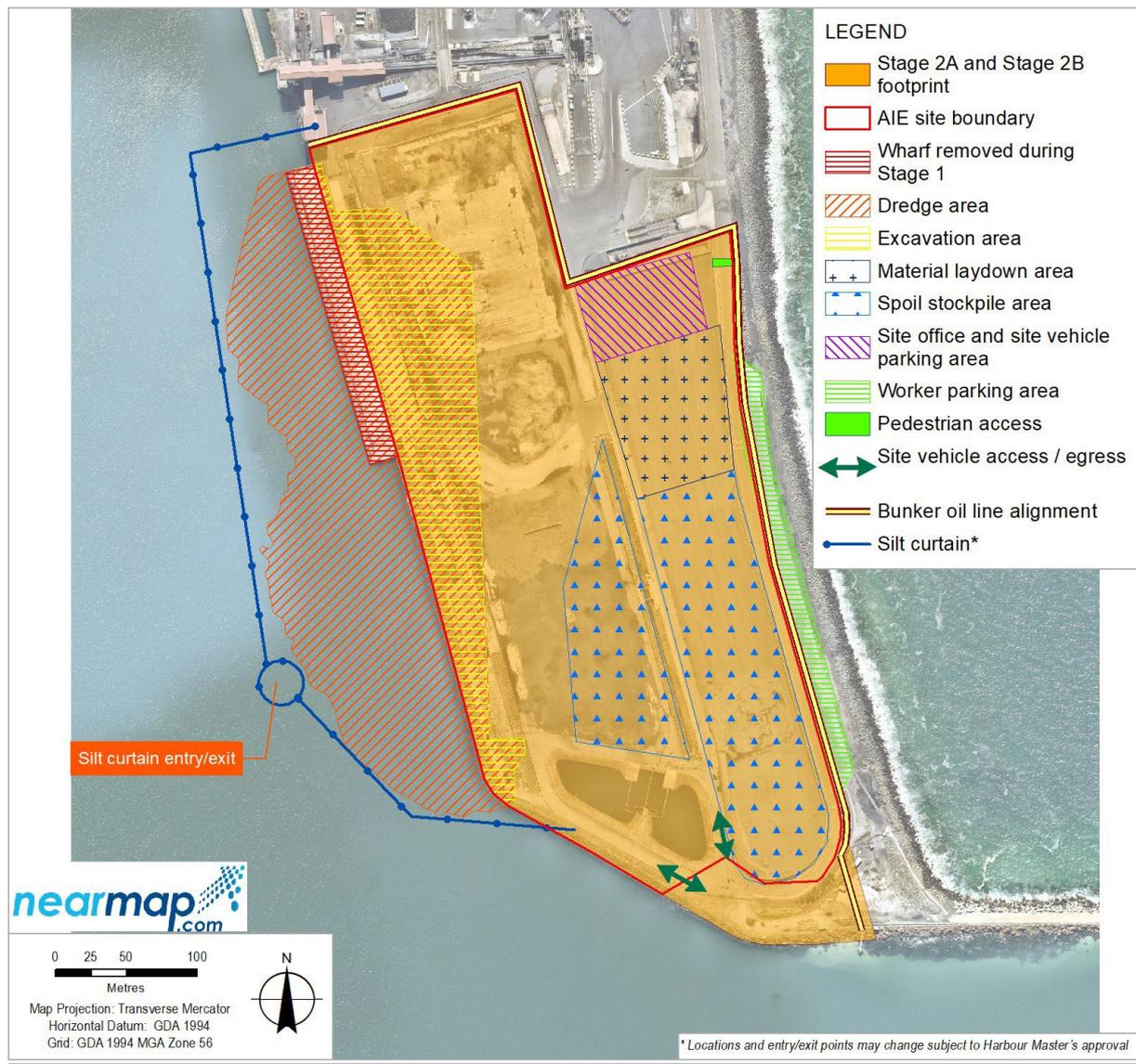


Figure 2.3 Layout of MBD Site Compound

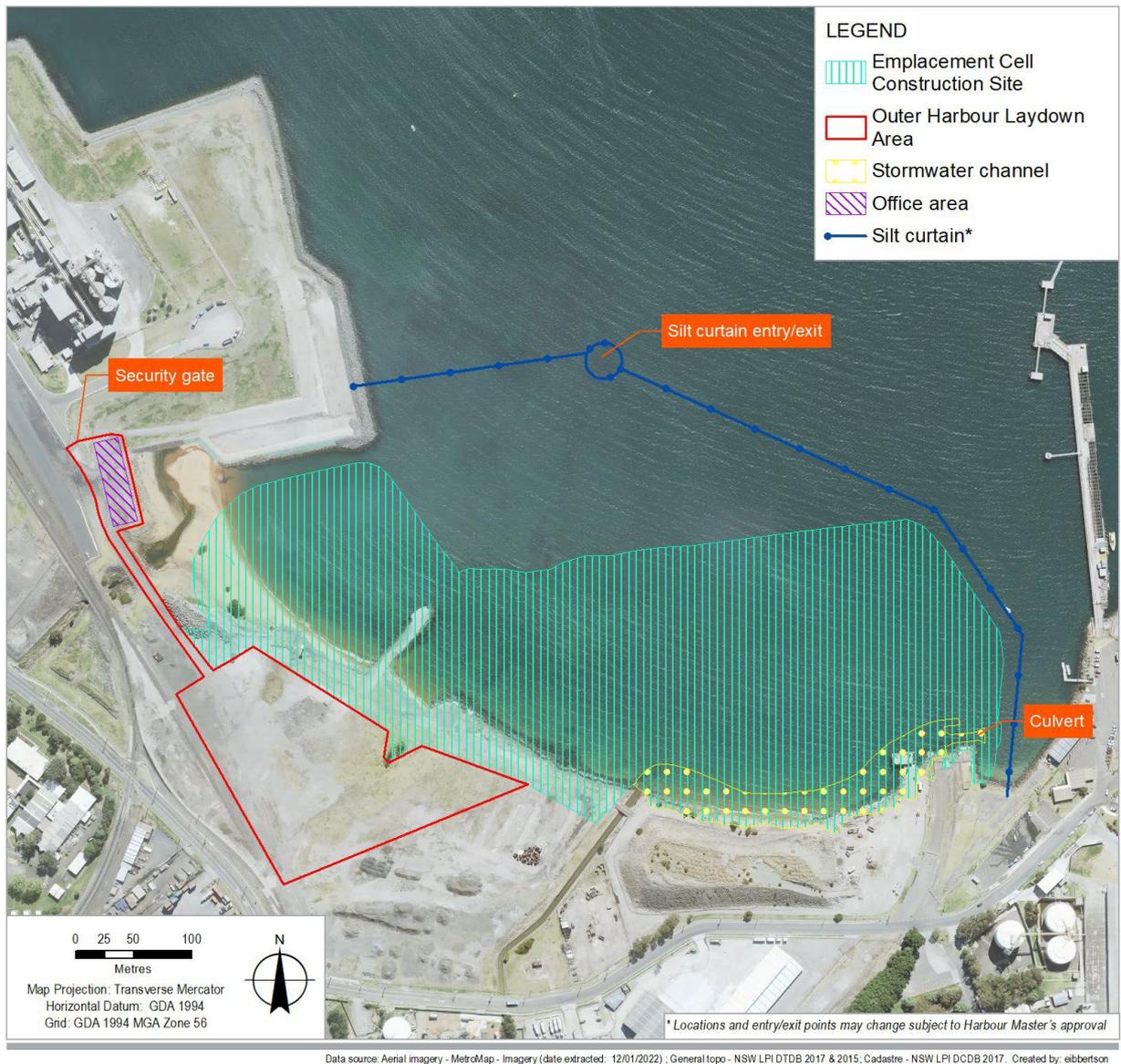


Figure 2.4 Layout of Emplacement Cell Construction Site

### 2.2.3 Program

The Stage 2A works commenced in January 2022. Stage 2B, which includes the continuation of land-based construction and marine-based works, are then anticipated to commence in March 2022 (refer to Table 2.1 for construction staging). As noted in Section 2.2, these dates are only proposed and may be subject to change.

## 2.3 Stage 2A: Construction of quay wall (MBD – Land Based)

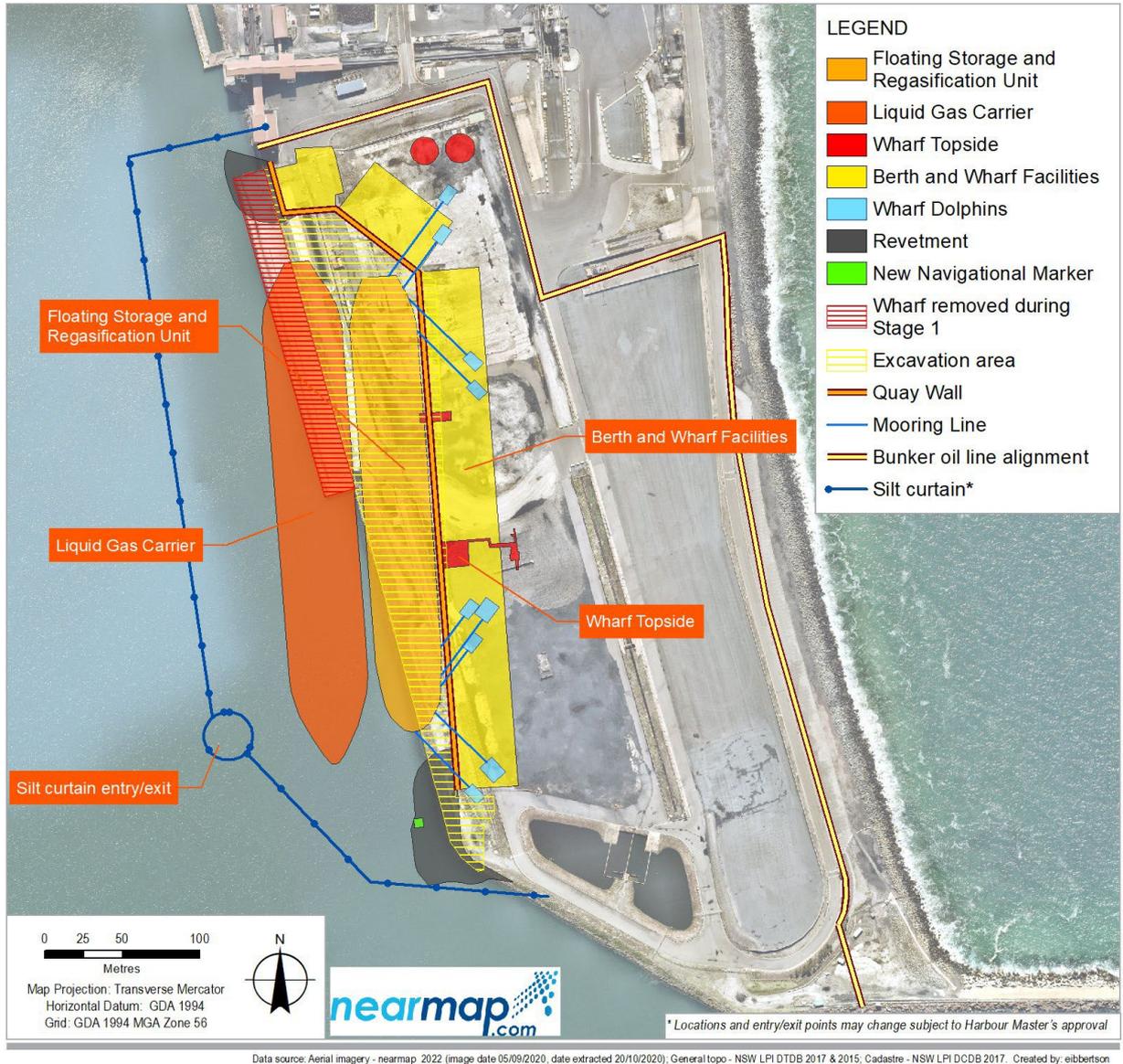
A number of structures will be constructed within the MBD Site Compound to accommodate the FSRU and LNG carrier for the Project. Excavation and stockpiling activities from the Stage 1 Early Enabling Works will continue on-site during Stage 2A to lay the platform for ongoing construction activities at the MBD Site Compound.

The new structures that will commence construction during Stage 2A are summarised in Table 2.2. The location of the quay wall and layout of the marine berth and wharf facilities is shown in Figure 2.5.

Table 2.2 Marine berth and wharf structures to be constructed during Stage 2A

Component	Works required
Earthworks and stockpiles	<ul style="list-style-type: none"> <li>– Completion of excavation and backfilling works from Stage 1 Early Enabling Works.</li> <li>– Excavated materials from the Early Enabling Works have been stockpiled within the Eastern and Western Stockyards of the MBD Site Compound and the Emplacement Cell Construction Site.</li> <li>– The excavated materials stockpiled at the MBD Site Compound include: <ul style="list-style-type: none"> <li>• Approximately 9,700m<sup>3</sup> of demolished concrete crushed to nominal 70mm minus.</li> <li>• Approximately 12,500m<sup>3</sup> of heavily bound base course crushed to nominal -150mm minus.</li> <li>• Approximately 33,900m<sup>3</sup> of mixed slag, general fill, and coal nominally &lt; 150mm in size.</li> <li>• Approximately 10,700m<sup>3</sup> of predominantly sand material.</li> <li>• Approximately 8,600 m<sup>3</sup> of asbestos impacted soils.</li> </ul> </li> <li>– The excavated materials stockpiled at the Emplacement Cell Construction Site include: <ul style="list-style-type: none"> <li>• Approximately 44,000 m<sup>3</sup> of sand material.*</li> </ul> </li> <li>– The excavated materials will be used/reused for quay wall construction and to backfill the landside area of the quay wall or transported to the Emplacement Cell Construction Site for storage and use in construction of the Emplacement Cell.</li> </ul>
Quay wall	<ul style="list-style-type: none"> <li>– Construction of a new piled quay wall keyed into bedrock where necessary complete with sheet pile anchor wall, capping beam and tie rods to the south of the existing coal terminal.</li> <li>– Excavated and processed materials from the Stage 1 Early Enabling Works are stockpiled within the MBD Site Compound and will be used during construction of the quay wall and to backfill on landside area of the wall.</li> <li>– Installation of a marine fender system attached to the capping beam along the quay wall to protect the quay wall from berthing and mooring loads.</li> <li>– Installation of a cathodic protection system to the quay wall and associated elements, including assessment of the potential impacts the FSRU and pipeline cathodic protection will have on quay wall.</li> <li>– Backfilling and compaction on landside area of wall utilising the site stockpiled materials.</li> </ul>
Mooring dolphins	<ul style="list-style-type: none"> <li>– Installation of landside mooring dolphin structures on reinforced concrete platforms supported by steel piles.</li> <li>– Mooring equipment will be installed and comprise the following: <ul style="list-style-type: none"> <li>• 20 load sensing quick release hooks.</li> <li>• Up to four land-based mooring winches on mooring dolphins may be required.</li> <li>• Up to four swivel fairleads may be required to enable each mooring line to land-based winches to be fed in a horizontal alignment.</li> </ul> </li> </ul>
Marine Loading Arm (MLA) foundations	Construction of a new reinforced concrete foundation supported on steel piles, located behind the new quay wall.
Gangway tower foundation	Construction of foundation for Gangway tower.
Fire monitor foundation	Fire monitor foundations, subject to risk studies.

\*The volumes provided are approximate and may vary.



**Figure 2.5** Location of quay wall and layout of MBD and ORF

## 2.4 Stage 2A: Power, communications, and water connections

Works required for power, communications, and water connections for Stage 2A are summarised in Table 2.3.

Table 2.3 Construction of utility connections for Stage 2A

Component	Works required
Power and communications	<ul style="list-style-type: none"> <li>– Construction and installation of a new 11kV power cable in a buried conduit and Substation.</li> <li>– Energisation of the padmount substation and 415kV temporary building supply.</li> <li>– Installation of communication conduit and pits.</li> </ul>
Potable water	<ul style="list-style-type: none"> <li>– Extension of existing potable water line within MBD Site Compound.</li> </ul>

## 2.5 Stage 2A: Construction of ORF

The general layout of the ORF areas is shown in Figure 2.5. Works required for the three ORF areas during Stage 2A are summarised in Table 2.4.

Table 2.4 Structures to be constructed for ORF during Stage 2A

Component	Works required
<b>Wharf Topside Area</b>	
MLA	Installation of MLAs, including: <ul style="list-style-type: none"> <li>– Civils and structures.</li> <li>– Associated works such as piping, hydraulics, electrical, instrumentation, and auxiliary systems.</li> </ul>
Piping and valving	<ul style="list-style-type: none"> <li>– All necessary piping and valving.</li> <li>– Odorant injection facilities.</li> <li>– Pig launcher, downstream of the MLAs to tie-in to the natural gas pipeline.</li> </ul>
Gangway	<ul style="list-style-type: none"> <li>– Gangway access tower to provide connection between the wharf and FSRU.</li> </ul>
Utility connections	FSRU utilities connections for: <ul style="list-style-type: none"> <li>– Communications.</li> <li>– Marine Diesel Oil.</li> <li>– Freshwater.</li> <li>– Sewage, bilge, and grey water.</li> </ul>
<b>Utility Area</b>	
Site utilities	Site utilities including: <ul style="list-style-type: none"> <li>– Potable water and sewerage.</li> <li>– Instrument air and bottled nitrogen.</li> <li>– Diesel storage.</li> <li>– Electrical distribution (including UPS and emergency diesel generators).</li> <li>– Control and instrumentation.</li> <li>– Telecommunications.</li> </ul>
<b>Common Areas</b>	
Firefighting systems and equipment	Firefighting equipment including: <ul style="list-style-type: none"> <li>– Firewater storage.</li> <li>– Pumps.</li> <li>– Firewater monitors.</li> </ul>
Security systems and equipment	<ul style="list-style-type: none"> <li>– CCTV.</li> <li>– Fencing and gates.</li> </ul>

Component	Works required
	<ul style="list-style-type: none"> <li>– Security access and monitoring systems.</li> </ul>
Equipment housing	Equipment shelters and buildings to house: <ul style="list-style-type: none"> <li>– Electrical, control, and operating equipment, critical spares, emergency response and site monitoring facilities.</li> <li>– Buildings will include appropriate building services e.g., heating, ventilation and air conditioning, potable water, amenities, sewerage etc.</li> </ul>
Site roadways, lighting and drainage	<ul style="list-style-type: none"> <li>– Roads and car parking areas.</li> <li>– General lighting, earthing, lightning system.</li> <li>– Drainage system to tie into the existing Port Kembla drainage system.</li> </ul>
Gas Pipeline	A section of gas pipeline will be installed within the MBD Compound site as part of the Stage 2A works. Final safety studies will be prepared prior to the construction of the gas pipeline and prior to commencement of operation as per Schedule 3, Condition 21 of Infrastructure Approval (SSI 9471).

## 2.6 Stage 2B: Excavation and dredging

An Emplacement Cell Report (ECR) has been developed by SMEC Australia Pty Ltd (SMEC) titled 'Port Kembla Gas Terminal Development – Emplacement Cell Report' in accordance with Infrastructure Approval (SSI 9471) Schedule 3, Condition 8 and 9. The ECR outlines the design and construction methodology of the Emplacement Cell.

Approximately 450,000 m<sup>3</sup> of materials will be excavated/dredged from the MBD Site Compound and placed within the boundaries of the Emplacement Cell. Further details, including detailed design drawings, can be found in the ECR (SMEC, 2022). A summary of the excavation and dredging works is provided in Section 2.6.2 and Section 2.6.3.

### 2.6.1 Silt curtains

Prior to the commencement of dredging activities, silt curtains will be installed within the Inner Harbour (MBD Site Compound) and Outer Harbour (Emplacement Cell). A fixed gate or bubble curtain gate will be installed to allow for the entrance and exit of barges whilst also controlling the dispersion of silt.

Silt curtains will be suitable for tidal and working harbour conditions.

Navigation and special markers will be installed to the satisfaction of the Harbour Master to alert marine vessels operating in the port harbours of the presence of silt curtains any other risks to navigation.

Further information regarding the use of silt curtains is provided in the Dredge and Excavation Management Plan (DEMP) for Stage 2A and Stage 2B.

### 2.6.2 Excavation and dredge staging

Construction activities undertaken during Stage 1 involved the excavation of fill materials at the MBD Site Compound. Excavation has continued through Stage 2A and will continue as part of Stage 2B. On completion of existing fill materials being excavated, dredging operations will commence at the MBD Site Compound as part of the Stage 2B works.

Dredging activities at the MBD Site Compound and Emplacement Cell will be staged to accommodate other construction works occurring at the MBD Site Compound.

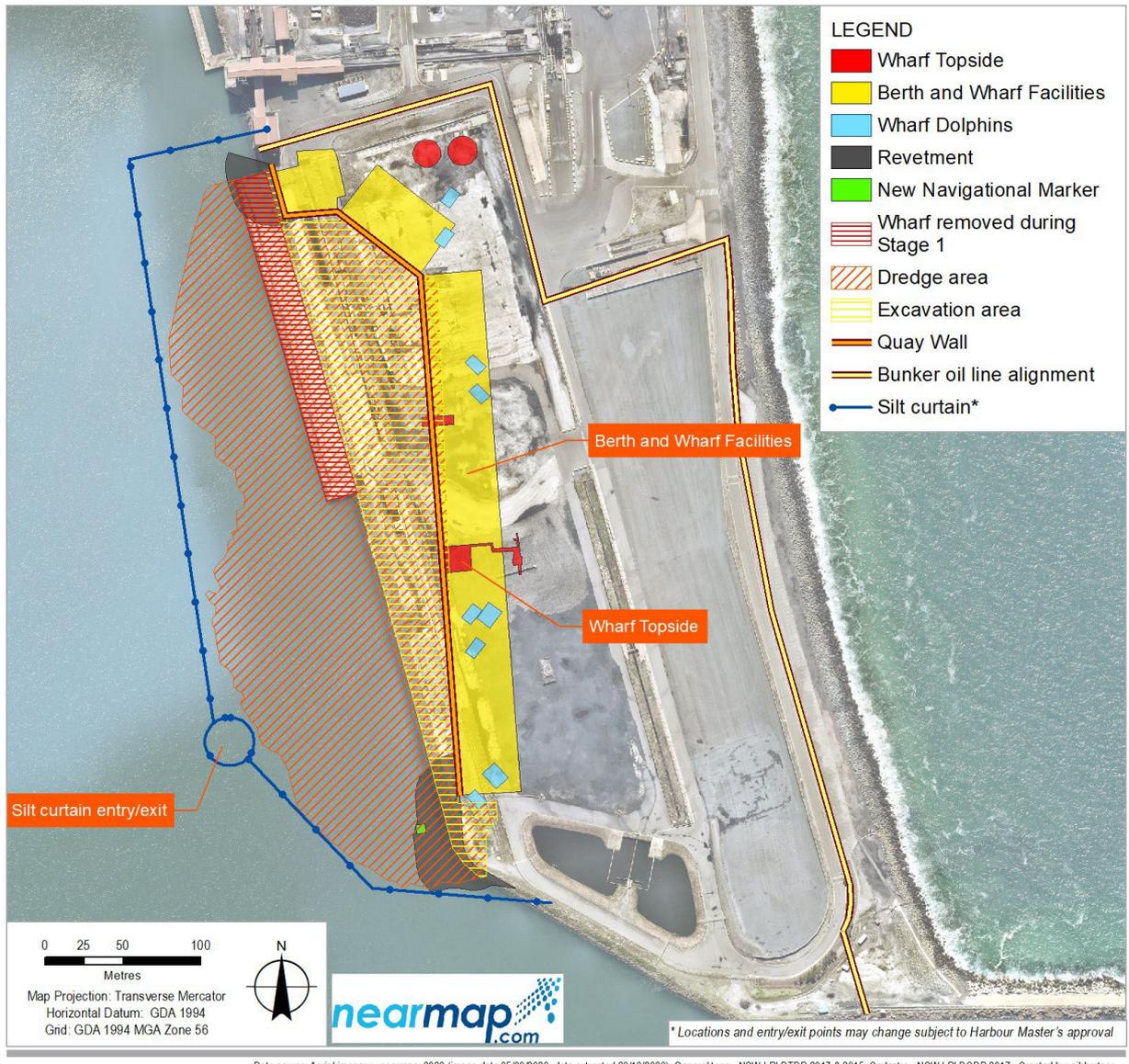
Construction staging for excavation and dredging activities to be undertaken are summarised in the ECR (SMEC, 2022). Excavation and dredging at the MBD Site Compound is shown in Figure 2.6. An overview of the Emplacement Cell is shown in Figure 2.7.

### 2.6.3 Marine-based construction activities at MBD Site Compound

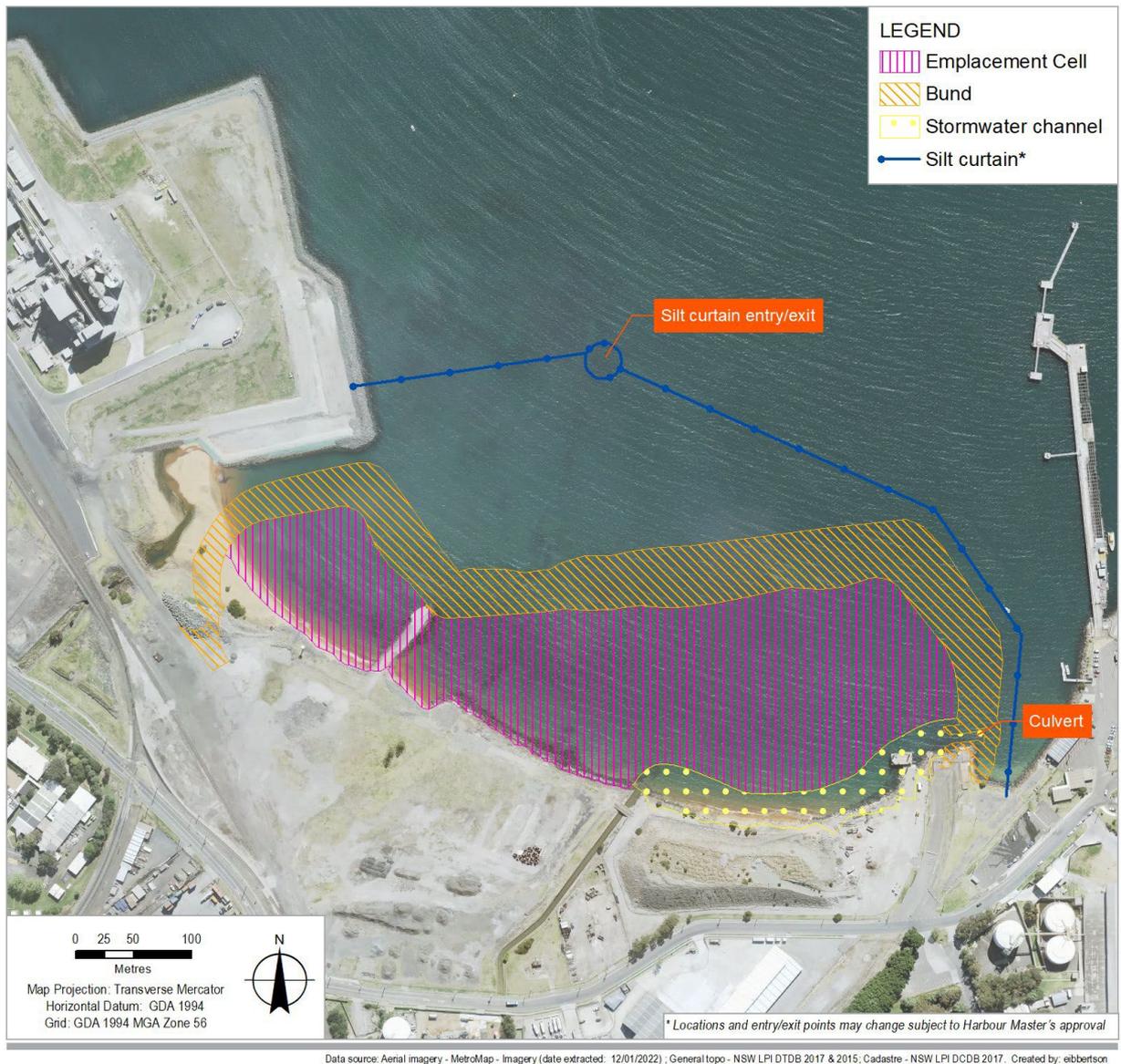
Marine based construction works required at the MBD Site Compound during Stage 2B are summarised in Table 2.5.

Table 2.5 Marine based construction works during Stage 2B

Component	Works required
Navigational aids	<ul style="list-style-type: none"> <li>– Construction of new navigation aid pile through the new southern revetment.</li> <li>– Installation of navigation platform, tower, and lights, including all access requirements such as ladders, platforms, and handrails.</li> <li>– Lights will be battery powered and charged via solar panels.</li> <li>– Existing navigation aid to be removed after the commission of the new navigation aid.</li> </ul>
Revetment shore protection	<ul style="list-style-type: none"> <li>– Revetments will be constructed at the north and south embankments of the new MBD Site Compound wharf (refer to Figure 2.6) following completion of dredging works.</li> <li>– Works will comprise:               <ul style="list-style-type: none"> <li>• Laydown of Texcel 1200R geotextile.</li> <li>• Placement of thick quarry run to a depth of 190mm.</li> <li>• Placement of underlay rock to a depth of 400mm.</li> <li>• Placement of armour rock to a depth of 900 mm.</li> </ul> </li> </ul>
Revetted Trench	<ul style="list-style-type: none"> <li>– Dredging of an approximate 10x10m trench to -14.5 reduced level (RL) Port Kembla Height Datum (PKHD) for accommodating the under-keel requirements of the FSRU strainers. An approach channel may also be required.</li> <li>– The trench should have sufficient scour protection.</li> </ul>
Berthing box	<ul style="list-style-type: none"> <li>– Dredging will be undertaken to facilitate berthing boxes to be constructed.</li> </ul>



**Figure 2.6** Dredging and excavation works for MBD Site Compound (Stage 2B)



**Figure 2.7** Emplacement Cell overview (Stage 2B)

## 2.7 Stage 2B: Construction of the Emplacement Cell

The Emplacement Cell will be located within the Outer Harbour, comprising of an approximate 800-metre perimeter bund. The Emplacement Cell has been designed and constructed to receive approximately 450,000 m<sup>3</sup> of dredged materials from the MBD Site Compound. Harbour Muds (HM)/Harbour Silts (HS) is to be placed below -1 m PKHD and at a maximum below LAT (below ~-0.02 m PKHD), and Potential Acid Sulfate Soils (PASS) will be placed below +0.9m PKHD within the Emplacement Cell.

The construction work components and key features of the Emplacement Cell are summarised in Table 2.6. An overview of the Emplacement Cell is shown in Figure 2.7. Further details are provided in the ECR (SMEC, 2022).

Table 2.6 Emplacement Cell key features – Stage 2B

Component	Description
Emplacement Cell	<ul style="list-style-type: none"> <li>– All contaminated soils, including HM/HS and PASS, will be placed within the Emplacement Cell generally below lower than -1.0m PKHD and in no instances above the LAT (~-0.02m PKHD).</li> <li>– The final Emplacement Cell levels will be graded towards the proposed stormwater channel.</li> <li>– Design life of 15 years.</li> </ul>
Perimeter bund	<ul style="list-style-type: none"> <li>– The design bund crest level was derived based on tide, storm surge, sea level rise and wave overtopping and assumed to be +3.55m PKHD. The adopted crest level also includes allowance for assessed post-construction settlement of up to 250mm.</li> <li>– Minimum crest width of 6m and 11m at passing bays.</li> <li>– Maximum permanent batter slopes of 1V:3H for seaward slopes and 1V:2H for landward/internal slopes.</li> <li>– The bund is to accommodate a 110t long reach excavator, fully loaded semi-trailer and temporary material stockpiles.</li> </ul>
Rock revetment	<ul style="list-style-type: none"> <li>– Rock revetment structure will extend to the toe of the main bund to provide protection to the bund structure against coastal processes.</li> </ul>
Stormwater channel	<ul style="list-style-type: none"> <li>– Stormwater channel to extend from the existing Darcy Road drain outlet to the eastern side of the Emplacement Cell.</li> <li>– Stormwater channel outlet is to comprise a box culvert structure on the eastern end of the Emplacement Cell, providing vehicular access onto the bund at the Jetty 3 abutment and within the NSW Ports property boundary.</li> </ul>

### 3. Roles and responsibilities

The Project Team is responsible for all activities associated with Stage 2A and Stage 2B, including the implementation and maintenance of the various mitigation/management measures outlined in this Emergency Spill Plan. Relevant roles and responsibilities of the Project Team are outlined in Table 3.1.

Table 3.1 Roles and responsibilities of Project Team

Project Role	Responsibility
AIE Project Director	<ul style="list-style-type: none"> <li>Responsible for the overall funding and direction of works associated with Stage 2A and Stage 2B.</li> <li>Ensuring provision of adequate resources to achieve the environmental objectives for the Project including ensuring sufficient resourcing for the Environmental Team, Engineering and Construction Teams.</li> </ul>
AIE Construction Manager	<ul style="list-style-type: none"> <li>Proactively stewards the effective implementation of Stage 2A and Stage 2B in accordance with requirements of the Infrastructure Approval (SSI 9471), this Emergency Spill Plan, Environmental Strategy, and all related Sub - plans.</li> <li>Demonstrate proactive support for environmental requirements.</li> </ul>
AIE HSE Manager	<ul style="list-style-type: none"> <li>Develop and update all Health, Safety and Environmental (HSE) Management Strategies and Sub - plans.</li> <li>Ongoing liaison and engagement with government agencies and point of escalation for any environmental incidents.</li> <li>Identifying environmental issues as they arise and proposing solutions.</li> <li>Coordinate and facilitate periodic environmental inspections with the key contractors.</li> <li>Environmental Reporting.</li> </ul>
Emplacement Cell Auditor	<ul style="list-style-type: none"> <li>Audit the construction of the Emplacement Cell and verify that works have been completed in accordance with the design intent (Emplacement Cell), The auditor role is to satisfy Condition 10 Schedule 3 of the Infrastructure Approval and any other relevant conditions therein.</li> </ul>
Stage 2A Principal Contractor Project Manager and Stage 2B Principal Contractor Project Manager	<ul style="list-style-type: none"> <li>On-site Project management and control.</li> <li>Decision-making authority relating to environmental performance of the construction program.</li> <li>Authority over Project construction and site activities in accordance with the EMS.</li> <li>Ensure relevant training is provided to all Project staff prior to commencing individual activities.</li> <li>Reports to AIE Construction Manager on environmental matters.</li> <li>Ensures appropriate Contractor resources are allocated to implement the environmental requirements.</li> <li>Responsible for planning and scheduling of construction, and to ensure operations are conducted in accordance with statutory requirements and the EMS.</li> <li>Monitors performance against environmental Key Performance Indicators (KPI's).</li> <li>Ensures that all environmental objectives associated with the Project are achieved.</li> <li>Day-to-day decision-making authority relating to environmental performance of construction activities and direct site activities and construction.</li> <li>To provide resources to ensure environmental compliance and continuous improvement.</li> <li>Ensure all personnel are aware of any changes to EMS, this Emergency Spill Plan and improved procedures.</li> <li>Ensure this Emergency Spill Plan is implemented for the duration of Stage 2A and Stage 2B.</li> </ul>
Stage 2A Principal Contractor Construction Foreman and Stage 2B Principal Contractor Construction Foreman	<ul style="list-style-type: none"> <li>Implement requirements contained in the EMS and Sub - plans, work procedures and standard drawings.</li> <li>Maintaining open and transparent communication with other Project discipline managers and other areas of the Project.</li> <li>Reporting of hazards and incidents and implementing any rectification measures.</li> <li>Ensures appropriate contractor resources are allocated.</li> </ul>

Project Role	Responsibility
	<ul style="list-style-type: none"> <li>- Orders STOP WORK for any environmental breaches and reports incidents to the Project Manager.</li> <li>- Ensure this Emergency Spill Plan is implemented for the duration of Stage 2A and Stage 2B.</li> </ul>
Stage 2A Principal Contractor Environmental Representative and Stage 2B Principal Contractor Environmental Representative	<ul style="list-style-type: none"> <li>- Delivers environmentally focussed toolbox talks and provides applicable site inductions.</li> <li>- Provides environmental advice, assistance, and direction to Project Manager to ensure construction activities are conducted in accordance with regulatory legislation and this Emergency Spill Plan.</li> <li>- Participate and cooperate with AIE HSE Manager with regards to undertaking of joint environmental site inspections.</li> <li>- Coordinate / undertake wet-weather inspections as per EPL No. 21529 and report accordingly to the AIE HSE Manager.</li> <li>- Develop strong working relationships with the AIE team and Consultants.</li> <li>- Ensure environmental risks are appropriately identified, communicated, and effectively managed.</li> <li>- Ensure communication of relevant environmental information to Project personnel.</li> <li>- Provide specialist advice and input as required.</li> <li>- Ensure construction manager, superintendents and field supervisors fully understand the environmental constraints and how construction practices must ensure any such constraints are considered and mitigated against during construction.</li> <li>- Orders STOP WORK for any environmental breaches and immediately reports incidents to Principal Contractor Project Manager and AIE HSE Manager.</li> </ul>
AIE Environmental Representative and AIE Environmental Contractor	<ul style="list-style-type: none"> <li>- Develop strong working relationships with the Principal Contractor Team and Consultants.</li> <li>- Ensure environmental risks are appropriately identified, communicated, and effectively managed.</li> <li>- Instruct and advise management team on compliance issues.</li> <li>- Provide specialist advice and input as required.</li> <li>- Co-ordinate internal audits of this Emergency Spill Plan.</li> <li>- Conduct audit review as required.</li> <li>- Reports on the performance of this Emergency Spill Plan and recommends changes or improvements to Project Manager.</li> <li>- Orders STOP WORK for any environmental breaches and immediately reports incidents to the AIE Construction Manager and AIE HSE Manager.</li> <li>- Conducts investigation and response to environmental complaints and inquiries, where required.</li> <li>- Undertake all required environmental monitoring for this phase of the Project.</li> </ul>
Subcontractors and construction personnel	<ul style="list-style-type: none"> <li>- Undertake an environmental induction prior to accessing to site.</li> <li>- Comply with legislative requirements.</li> <li>- Participate in inspections and audits.</li> <li>- Follow environmental procedures.</li> <li>- Report all environmental incidents and hazards.</li> <li>- Introduce environmental topics to prestart meetings.</li> <li>- Ensure that all relevant permits and clearances are in place prior to commencing work.</li> </ul>

# 4. Legislative requirements

The legislative requirements applicable to Stage 2A and Stage 2B are listed in Table 4.1.

Table 4.1 Legislation and relevant policy applicable to this Emergency Spill Plan

Legislation and Regulation	Description	Applicability
<b>International</b>		
International Convention for the Prevention of Pollution from Ships (MARPOL)	<p>MARPOL is the international standard for addressing ship sourced pollution. It includes regulations aimed at preventing accidental pollution and pollution generated from routine vessel operations. MARPOL includes the following six technical annexes:</p> <ul style="list-style-type: none"> <li>– Annex I: Regulations for the prevention of pollution by oil.</li> <li>– Annex II: Regulations for the control of pollution by noxious liquid substances in bulk.</li> <li>– Annex III: Regulations for the prevention of pollution by harmful substances carried by sea in packaged form.</li> <li>– Annex IV: Regulations for the prevention of pollution by sewage from ships.</li> <li>– Annex V: Regulations for the prevention of pollution by garbage from ships.</li> <li>– Annex VI: Regulations for the prevention of air pollution from ships.</li> </ul>	<p>MARPOL is implemented through various Federal legislation which are applicable to Stage 2A and Stage 2B works, including:</p> <ul style="list-style-type: none"> <li>– <i>Protection of the Sea (Prevention of Pollution From Ships) Act 1983.</i></li> <li>– <i>Protection of the Sea (Prevention of Pollution From Ships) (orders) Regulations 1994.</i></li> <li>– <i>Navigation Act 2012</i> (Navigation Act).</li> </ul> <p>The Australian Maritime Safety Authority also implements the following marine orders which give effect to MARPOL:</p> <ul style="list-style-type: none"> <li>– Marine Order 91 (Marine pollution prevention—oil) 2014</li> <li>– Marine Order 93 (Marine pollution prevention—noxious liquid substances) 2014</li> <li>– Marine Order 94 (Marine pollution prevention—packaged harmful substances) 2014</li> <li>– Marine Order 95 (Marine pollution prevention—garbage) 2013</li> <li>– Marine Order 96 (Marine pollution prevention—sewage) 2013</li> <li>– Marine Order 97 (Marine pollution prevention—air pollution) 2013.</li> </ul> <p>NSW legislation which gives effect to MARPOL is the <i>Marine Pollution Act 2012</i> (Marine Pollution Act). These requirements are addressed below.</p>
<b>Federal</b>		
Navigation Act	The Navigation Act implements Australia's obligations under MARPOL. It outlines matters relating to maritime safety and the prevention of pollution to the marine environment. The Act also provides provisions related to construction standards, occupational health and safety and monitoring and enforcement activities.	<p>Chapter 4 outlines measures related to pollution from vessels and prevention of pollution. Division 2 states that vessels must not be operated in a manner that causes pollution or damage to the Australian marine environment and includes penalties for offences.</p> <p>An Emergency Response Management Plan and Pollution Incident Response Management Plan (PIRMP) have been developed for the Stage 2A and Stage 2B works in the event of a water-based pollution event. The Emergency Response Management Plan is included in Appendix A and the PIRMP is included in Appendix B.</p>
<i>Protection of the Sea (Prevention of Pollution from Ships) Act 1983</i>	The <i>Protection of the Sea (Prevention of Pollution from Ships) Act 1983</i> implements Australia's obligations under MARPOL. The Act outlines requirements to prevent	Section 11A states that Australian ships with a gross tonnage of 400 or more must keep on board a Shipboard Oil Pollution Emergency Plan (SOPEP). A SOPEP has been developed

Legislation and Regulation	Description	Applicability
	pollution, duty to report incidents and penalties related to failure to comply with the requirements of the Act.	by the for the Stage 2A and Stage 2B activities (refer to DEMP).
<b>State</b>		
<i>Protection of the Environment Operations Act 1997 (POEO Act)</i>	<p>The objectives of the POEO Act are to protect and enhance the environment of NSW with regard to the need for ecologically sustainable development. The Act provides mechanisms to reduce risks to human health and the degradation of the environment, including pollution prevention and cleaner production.</p> <p>Environment protection notices are outlined in Chapter 4, including details regarding clean-up notices for suspected pollution incidents occurring. Part 5.1 outlines classification of offences, including water pollution, leak and spills, and land pollution.</p> <p>The POEO also outlines the Scheduled Activities that require an EPL in order to be carried out.</p>	<p>The NSW Environment Protection Authority (EPA) have issued a licence for the Project, EPL No. 21529, which outlines the spill and pollution requirements (including criteria) specified by the licence.</p> <p>Activities undertaken onsite must not contribute to environmental degradation and must not exceed the standards. If an incident does occur it must be notified to the regulatory authority, the NSW EPA under Part 5.7. In the event a clean-up notice is issued it must be complied with.</p> <p>Part 5.7 states a licence holder must prepare a PIRMP. A PIRMP has been prepared for the Stage 2A and Stage 2B works and will be kept at the premises where the activities are taking place (refer to Appendix B).</p>
<i>Protection of the Environment Operations (Waste) Regulation 2014 (POEO Waste Regulation)</i>	The POEO Waste Regulation provides regulations for the storage, management and transport of waste. The POEO Waste Regulation repealed the 2005 Waste Regulation, amending the thresholds for EPLs and waste levy system.	The Waste Levy Guidelines outline the requirements for waste management for various activities. Guideline 3 is applicable to demolition and excavation waste streams.
<i>Contaminated Land Management Act 1997 (CLM Act)</i>	The CLM Act establishes the process for investigating and remediating land the NSW EPA considers to be significantly contaminated. The CLM Act also manages contaminated land with regard to ecologically sustainable development.	<p>Part 4 outlines the requirements for site audits made as a requirement of development consent for a project. Section 5 outlines the requirements of the Infrastructure Approvals related to the Projects site audit conditions.</p> <p>There is a duty for landowners to, and persons who have responsibility for contamination to notify the EPA under Section 60 of the CLM Act. Notification must be undertaken as soon as practicable after the owner becomes aware of contamination.</p>
Marine Pollution Act	<p>The Marine Pollution Act aims to enhance and protect NSW waters from marine pollution from vessels. The Act gives effect to the following annexes of MARPOL:</p> <ul style="list-style-type: none"> <li>– Annex I: Regulations for the prevention of pollution by oil.</li> <li>– Annex II: Regulations for the control of pollution by noxious liquid substances in bulk.</li> <li>– Annex III: Regulations for the prevention of pollution by harmful substances carried by sea in packaged form.</li> <li>– Annex IV: Regulations for the prevention of pollution by sewage from ships.</li> <li>– Annex V: Regulations for the prevention of pollution by garbage from ships.</li> </ul> <p>The Act provides the framework for the protection of NSW water from vessel pollution that is complementary of Commonwealth legislation.</p>	<p>A 'ship' is defined under the Act as any vessel capable of being used on or in water, including floating craft, fixed or floating platforms and barges (self-propelled or not). Under Part 10 of the Act, it is an obligation for a SOPEP to be carried on board a ship. Section 97 outlines the contents that must be included in the SOPEP, including procedures to be followed in reporting incidents, authorities to be notified in reporting a reportable incident and actions to be taken in combating pollution caused by the incident. Additional information is included in the Stage 2A and Stage 2B DEMP.</p>
NSW State Waters Marine Oil and Chemical Spill Contingency Plan	The NSW State Waters Marine Oil and Chemical Spill Contingency Plan has been prepared in support of the NSW State	The PANSW is listed as the agency responsible for responding and combating oil and chemical spills within Port Kembla. In its capacity as the

Legislation and Regulation	Description	Applicability
(Roads and Maritime Services, 2016)	<p>Emergency Plan, and National Plan to outline the management and procedures related to marine oil or chemical spills and incidents that could result in an oil and/or chemical spill in NSW waters. The Plan lists the agencies responsible for specific areas of NSW waters and the typical sequencing of responding to maritime incidents. Oil and chemical spills and the responses required are categorised into the following levels:</p> <ul style="list-style-type: none"> <li>– Level 1: potential emergency condition – small spill/incident.</li> <li>– Level 2: limited emergency condition – medium or significant spill/incident.</li> <li>– Level 3: full emergency condition – a major spill/incident.</li> </ul>	<p>combat agency, the PANSW must notify other appropriate agencies, provide an Incident Controller, and establish an incident control centre.</p> <p>The PANSW also holds the Port Kembla Marine Oil and Chemical Spill Contingency Plan which forms part of the NSW State Waters Marine Oil and Chemical Spill Contingency Plan (Roads and Maritime Services, 2016.)</p> <p>In the event of an incident that results in a chemical/oil spill, both Principal Contractors and AIE representatives responsible for notifying and responding to incidents will notify the PANSW as soon as they become aware of an incident (refer to Section 11.1). Additional information on incident management and emergency response is provided in Section 11.</p>

## **5. Planning requirements**

### **5.1 Conditions of approval**

The planning requirements and the corresponding emergency spill management measures applicable to Stage 2A and Stage 2B are listed in Table 5.1 and Table 5.2. Management measures are detailed in Section 7 and Section 8.

The planning requirements include the conditions set out in the Infrastructure Approval (SSI 9471) dated 13 October 2021, EPL No. 21529 and the mitigation/management measures outlined in the PKGT EIS.

Table 5.1 Planning requirements

Requirement	Reference	Responsibility	Evidence	Applicability to this Emergency Spill Plan
<b>Infrastructure Approval conditions</b>				
<p><b>Environmental Management Strategy</b></p> <p>Prior to the commencement of construction, the Proponent must prepare an Environmental Management Strategy for the development to the satisfaction of the Planning Secretary.</p> <p>This strategy must:</p> <ul style="list-style-type: none"> <li>a. provide the strategic framework for environmental management of the development</li> <li>b. identify the statutory approvals that apply to the development</li> <li>c. describe the role, responsibility, authority and accountability of all key personnel involved in the environmental management of the development</li> <li>d. describe the procedures that would be implemented to: <ul style="list-style-type: none"> <li>– keep the local community and relevant agencies informed about the development being carried out</li> <li>– receive, handle, respond to, and record complaints</li> <li>– resolve any disputes that may arise during the course of the development</li> </ul> </li> </ul>	Schedule 4, Condition 1	– AIE HSE Manager	Refer to EMS	Applicable
respond to any non-compliance			Section 10.5	Applicable
respond to emergencies; and			Section 7 Section 8 Section 11	
<ul style="list-style-type: none"> <li>e. include: <ul style="list-style-type: none"> <li>– copies of any strategies, plans and programs approved under the conditions of this approval; and</li> <li>– a clear plan depicting all the monitoring to be carried out in relation to the development.</li> </ul> </li> </ul>			Refer to EMS	Applicable
<p><b>Incident Notification</b></p> <p>The Department must be notified in writing via the Department’s Major Projects Website immediately after the Proponent becomes aware of an incident on site. The notification must identify the development, including the application number, and set out the location and nature of the incident.</p>	Schedule 4, Condition 5	<ul style="list-style-type: none"> <li>– AIE HSE Manager</li> <li>– Stage 2A Principal Contractor Project Manager and Stage 2B Principal Contractor Project Manager</li> </ul>	Section 11	Applicable

Requirement	Reference	Responsibility	Evidence	Applicability to this Emergency Spill Plan
		<ul style="list-style-type: none"> <li>– Stage 2A Principal Contractor Environmental Rep and Stage 2B Principal Contractor Environmental Rep</li> <li>– Stage 2A Principal Contractor Construction Foreman and Stage 2B Principal Contractor Construction Foreman</li> </ul>		
<p><b>Non-compliance Notification</b></p> <p>The Department must be notified in writing via the Department’s Major Projects Website within 7 days after the Proponent becomes aware of any non-compliance. The notification must identify the development, including the application number, set out the condition of approval that the development is non-compliant with, the way in which it does not comply, the reasons for the non-compliance (if known) and what actions have been taken, or will be taken, to address the non-compliance.</p>	Schedule 4, Condition 6	<ul style="list-style-type: none"> <li>– AIE HSE Manager</li> <li>– Stage 2A Principal Contractor Project Manager and Stage 2B Principal Contractor Project Manager</li> <li>– Stage 2A Principal Contractor Environmental Rep and Stage 2B Principal Contractor Environmental Rep</li> <li>– Stage 2A Principal Contractor Construction Foreman and Stage 2B Principal Contractor Construction Foreman</li> </ul>	Section 11.1.3	Applicable
<b>EIS Management Measures</b>				
A site-specific emergency spill plan will be developed and will include spill management measures in accordance relevant EPA guidelines. The plan will address measures to be implemented in the event of a spill, including initial response and containment, notification of emergency services and relevant authorities (including Transport for NSW and EPA officers)	EIS Measure W11	<ul style="list-style-type: none"> <li>– AIE HSE Manager</li> <li>– Stage 2A Principal Contractor Environmental Rep and Stage 2B Principal Contractor Environmental Rep</li> </ul>	This plan	Applicable
An emergency spill kit will be kept on site at all times. All staff will be made aware of the location of the spill kit and trained in its use.	EIS Measure W12	<ul style="list-style-type: none"> <li>– AIE HSE Manager</li> <li>– Stage 2A Principal Contractor Project Manager and Stage 2B Principal Contractor Project Manager</li> </ul>	Section 7 Section 8	Applicable

Requirement	Reference	Responsibility	Evidence	Applicability to this Emergency Spill Plan
		<ul style="list-style-type: none"> <li>– Stage 2A Principal Contractor Environmental Rep and Stage 2B Principal Contractor Environmental Rep</li> <li>– Stage 2A Principal Contractor Construction Foreman and Stage 2B Principal Contractor Construction Foreman</li> <li>– Subcontractors and construction personnel</li> </ul>		
<p>Machinery will be checked daily to ensure there is no oil, fuel or other liquids leaking from the machinery. All staff will be appropriately trained through toolbox talks for the minimisation and management of accidental spills.</p>	<p>EIS Measure W13</p>	<ul style="list-style-type: none"> <li>– Stage 2A Principal Contractor Environmental Rep and Stage 2B Principal Contractor Environmental Rep</li> <li>– Stage 2A Principal Contractor Construction Foreman and Stage 2B Principal Contractor Construction Foreman</li> <li>– Subcontractors and construction personnel</li> </ul>	<p>Section 8</p>	<p>Applicable</p>

## 5.2 Environment Protection Licence

AIE have been issued an EPL under the POEO Act as of 2 June 2021. The conditions of EPL No. 21529 related to spill management are provided in Table 5.2.

Table 5.2 EPL No. 21529 conditions applicable to spill management

Condition	Reference	Evidence
<p><b>Pollution of waters</b></p> <p>Except as may be expressly provided in any other condition of this licence, the licensee must comply with Section 120 of the POEO Act.</p>	Condition L1.1	Section 8 Refer to Water Quality Monitoring Plan (WQMP)
<p><b>Processes and management</b></p> <p>Silt curtains must be installed and operated at the premises to minimise the pollution of waters beyond the boundary of the premises during any marine based works. Marine based works includes but is not limited to: pile removal; or any dredging; or construction of the Outer Harbour emplacement cell.</p> <p>Note: Any reclamation of material to the Emplacement Cell is subject to a licence variation in accordance with Licence Condition A1.4.</p>	Condition O4.6	Section 8 Refer to WQMP and DEMP
<p>Care must be taken with the installation and maintenance of silt curtains to ensure that there are no gaps at the ends, or in the fabric, or in the floating boom.</p> <p>There must be no spillages of any materials from above the water surface into waters outside of the silt curtain/s.</p>	Condition O4.7 Condition O4.8	Section 8 Refer to WQMP and DEMP
<p><b>Recording of pollution complaints</b></p> <p>The licensee must keep a legible record of all complaints made to the licensee or any employee or agent of the licensee in relation to pollution arising from any activity to which this licence applies.</p> <p>The record must include details of the following:</p> <ol style="list-style-type: none"> <li>the date and time of the complaint</li> <li>the method by which the complaint was made</li> <li>any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect</li> <li>the nature of the complaint</li> <li>the action taken by the licensee in relation to the complaint, including any follow-up contact with the complainant; and</li> <li>if no action was taken by the licensee, the reasons why no action was taken.</li> </ol> <p>The record of a complaint must be kept for at least 4 years after the complaint was made. The record must be produced to any authorised officer of the EPA who asks to see them.</p>	Condition M7.1 – M7.4	Section 9
<p><b>Telephone complaints line</b></p> <p>The licensee must operate during its operating hours a telephone complaints line for the purpose of receiving any complaints from members of the public in relation to activities conducted at the premises or by the vehicle or mobile plant, unless otherwise specified in the licence.</p> <p>The licensee must notify the public of the complaints line telephone number and the fact that it is a complaints line so that the impacted community knows how to make a complaint.</p>	Condition M8.1 Condition M8.2	Section 9.3
<p><b>Other monitoring and recording conditions</b></p> <p>The licensee must carry out, as a minimum, daily inspections of all water pollution control measures required by this licence. A record of each inspection must be made and produced to an EPA authorised officer if requested. The record must include:</p> <ol style="list-style-type: none"> <li>Date and time of inspection</li> <li>Details of the location of dredging operations</li> <li>Condition of silt curtains and other water pollution controls.</li> </ol>	Condition M10.1	Section 10.1.3 Refer to WQMP

Condition	Reference	Evidence
<p>Note: No movement of dredge spoil is permitted when a silt curtain required by this licence has not been maintained or is not achieving the requirements of this licence.</p>		
<p><b>Notification of environmental harm</b></p> <p>Notifications must be made by telephoning the Environment Line service on 131 555.</p> <p>Note: The licensee or its employees must notify all relevant authorities of incidents causing or threatening material harm to the environment immediately after the person becomes aware of the incident in accordance with the requirements of Part 5.7 of the Act.</p> <p>The licensee must provide written details of the notification to the EPA within 7 days of the date on which they became aware of the incident.</p>	Condition R2.1-R2.2	Section 11.1.2
<p><b>Pollution Incident Response Management Plan</b></p> <p>The Licensee must prepare a PIRMP that complies with Part 5.7A of the POEO Act in relation to the activity to which the licence relates. The PIRMP must be in the form required by the 'Regulations' and include the following:</p> <ul style="list-style-type: none"> <li>- the procedures to be followed by the holder of the relevant environment protection licence, or the occupier of the relevant premises, in notifying a pollution incident to: <ul style="list-style-type: none"> <li>• the owners or occupiers of premises in the vicinity of the premises to which the environment protection licence or the direction under section 153B relates, and</li> <li>• the local authority for the area in which the premises to which the environment protection licence or the direction under section 153B relates are located and any area affected, or potentially affected, by the pollution, and</li> <li>• any persons or authorities required to be notified by Part 5.7,</li> </ul> </li> <li>- a detailed description of the action to be taken, immediately after a pollution incident, by the holder of the relevant environment protection licence, or the occupier of the relevant premises, to reduce or control any pollution,</li> <li>- the procedures to be followed for co-ordinating, with the authorities or persons that have been notified, any action taken in combating the pollution caused by the incident and, in particular, the persons through whom all communications are to be made,</li> <li>- any other matter required by the regulations, including 'Keeping of Plan', 'Testing of Plan', 'Making Plan Readily Available' and 'Implementation of Plan'.</li> </ul>	Condition E2.1	Section 11.2 Section 12.3 Appendix B

## 6. Environmental aspects and impacts

Environmental aspects and possible environmental impacts associated with Stage 2A and Stage 2B are listed in Table 6.1.

Table 6.1 *Environmental aspects and possible impacts*

Activity	Aspects	Possible environmental impacts
<ul style="list-style-type: none"> <li>– Storage, handling and use of hazardous substances and dangerous goods on land</li> <li>– Road traffic collision</li> </ul>	<ul style="list-style-type: none"> <li>– Spillage of hazardous substances/dangerous goods.</li> <li>– Release of fuel</li> </ul>	<ul style="list-style-type: none"> <li>– Soil and water pollution</li> <li>– Affect terrestrial or marine flora/ fauna or human health</li> <li>– Affect visual amenity</li> <li>– Compliance issues, resulting in prosecution</li> <li>– Increased costs for remediation</li> <li>– Community concerns</li> </ul>
<ul style="list-style-type: none"> <li>– Storage, handling and use of hazardous substances and dangerous goods over water</li> <li>– Marine traffic collision</li> <li>– Marine refuelling</li> <li>– Storage of ballast water</li> <li>– Storage of effluent</li> </ul>	<ul style="list-style-type: none"> <li>– Spillage of hazardous substances/dangerous goods</li> <li>– Release of fuel</li> <li>– Release of ballast water or sediments from ballast tanks</li> <li>– Release of effluent</li> </ul>	<ul style="list-style-type: none"> <li>– Water pollution.</li> <li>– Affect marine flora/ fauna or human health.</li> <li>– Introduce invasive marine species.</li> <li>– Affect visual amenity.</li> <li>– Compliance issues, resulting in prosecution.</li> <li>– Increased costs for remediation.</li> <li>– Community concerns.</li> </ul>

# 7. Land-based spill response plan

The correct sequence of response actions that will be implemented in the event of a land to land-based spill are detailed in Table 7.1.

Table 7.1 Land-based spill response action sequences

Step	Action
1	<p>Safety and detection</p> <ul style="list-style-type: none"> <li>– Assess safety of situation for yourself and others.</li> <li>– If you cannot identify the substance, evacuate immediately and follow Step 4.</li> <li>– If there is a risk of fire or explosion, evacuate immediately and follow Step 4.</li> <li>– Shut off ignition sources(s) if safe to do so.</li> </ul>
2	<p>Trace source</p> <ul style="list-style-type: none"> <li>– Put on appropriate Personal Protective Equipment (PPE)</li> <li>– Trace the source of the spill</li> <li>– Determine if spill is continuing.</li> </ul>
3	<p>Stop or control</p> <ul style="list-style-type: none"> <li>– Stop or control the leakage by shutting the valves, plugging holes, moving mobile equipment – only if it is safe to do so.</li> </ul>
4	<p>Emergency notification</p> <ul style="list-style-type: none"> <li>– Refer to Incident and Emergency Response Management Plan for contact details – these will be prominently displayed around the site compound and office.</li> </ul>
5	<p>Secure area</p> <ul style="list-style-type: none"> <li>– Divert traffic and people away from the immediate area.</li> <li>– Evacuate if necessary.</li> </ul>
6	<p>Contain</p> <ul style="list-style-type: none"> <li>– Contain the leakage using temporary bunds, booms, spill material etc.</li> </ul>
7	<p>Recover protocol</p> <ul style="list-style-type: none"> <li>– Recover any free liquid into purpose-built tankers if possible.</li> <li>– Recover absorbent materials i.e., booms.</li> </ul>
8	<p>Clean Up</p> <ul style="list-style-type: none"> <li>– Clean up the spill by pumping, absorbing, chemically treating.</li> <li>– Never spread or dilute spills with degreases, detergents or water.</li> </ul>
9	<p>Dispose</p> <ul style="list-style-type: none"> <li>– Dispose of all spill product in accordance with the EMS.</li> <li>– Contaminated soil should be removed to an appropriate facility following consultation with the environmental representative.</li> </ul>
10	<p>Report</p> <ul style="list-style-type: none"> <li>– Report the incident to your supervisor who will then notify the environmental representative.</li> <li>– The AIE HSE Manager will notify the appropriate agencies and groups.</li> </ul>
11	<p>Replace used equipment</p> <ul style="list-style-type: none"> <li>– Any equipment or materials consumed in the clean-up operation should be replaced as soon as possible.</li> </ul>
12	<p>Monitor</p> <ul style="list-style-type: none"> <li>– Monitor the spill site to validate clean up and impact on the environment.</li> </ul>

## 8. Water-based spill response plan

### 8.1 Land to water-based spill

The correct sequence of response actions that will be implemented in the event of a land to water-based spill are detailed in Table 8.1.

Table 8.1 Land to water-based spill response action sequences

Step	Action
1	<p>Safety and detection</p> <ul style="list-style-type: none"> <li>– Assess safety of situation for yourself and others.</li> <li>– Restrict access to the spill area (rope off, tape, bollards, cones, barriers etc) as appropriate.</li> <li>– If you cannot identify the substance, evacuate immediately and follow Step 2.</li> <li>– If there is a risk of fire or explosion, evacuate immediately and follow Step 2.</li> <li>– Shut off ignition sources(s) if safe to do so.</li> </ul>
2	<p>Emergency notification</p> <p>Refer to Incident and Emergency Response Management Plan for contact details – these will be prominently displayed around the site compound and office.</p>
3	<p>Trace source</p> <ul style="list-style-type: none"> <li>– Put on appropriate PPE.</li> <li>– Trace the source of the spill.</li> <li>– Determine if spill is continuing.</li> </ul>
4	<p>Stop or control</p> <p>Stop or control the leakage by shutting the valves, plugging holes, moving mobile equipment – only if it is safe to do so.</p>
5	<p>Secure area</p> <ul style="list-style-type: none"> <li>– Divert traffic and people away from the immediate area.</li> <li>– Evacuate if necessary.</li> </ul>
6	<p>Control</p> <ul style="list-style-type: none"> <li>– Source of the spill to be isolated to prevent spill from becoming larger and spreading outside project boundary and into drains, surface water or unsealed areas.</li> <li>– Containment booms to be used to contain spill and prevent spreading in water.</li> </ul>
7	<p>Clean up</p> <ul style="list-style-type: none"> <li>– Clean up spill using appropriate method depending on type of spill, such as: <ul style="list-style-type: none"> <li>• Skimmers or oil scoops.</li> <li>• Oil and fuel absorbent booms.</li> <li>• Oil and fuel absorbent pads.</li> </ul> </li> <li>– Used absorbent materials including booms, sorbent materials etc are to be placed in disposable bags, tied and safely stored until appropriate disposal method is determined.</li> </ul>
8	<p>Disposal</p> <ul style="list-style-type: none"> <li>– Dispose of all spill product in accordance with the EMS.</li> <li>– Method of disposal dependent on the nature and extent of the spill.</li> </ul>
9	<p>Report</p> <ul style="list-style-type: none"> <li>– Report the incident to your supervisor who will then notify the environmental representative.</li> <li>– The AIE HSE Manager will notify the appropriate agencies and groups, including NSW EPA.</li> </ul>
10	<p>Replace used equipment</p> <p>Any equipment or materials consumed in the clean-up operation should be replaced as soon as possible.</p>
11	<p>Monitor</p> <p>Monitor the spill site to validate clean up and impact on the environment.</p>

### 8.2 Water-based spill

The response actions that will be implemented in the event of a water-based spill are detailed in the AIE Emergency Response Management Plan provided as Appendix A and PIRMP provided as Appendix B, both of which have been prepared to the satisfaction of the Harbour Master.

## 9. Communication and complaints

Effective communication between the Project Director, Project team, contractors and external stakeholders will be undertaken throughout the Project to ensure effective implementation of this Emergency Spill Plan.

Project communication can be categorised into internal and external communications, as well as communications specifically dealing with complaints. The specific communication methods for each category are discussed below.

### 9.1 Internal communications

Communication on environmental issues related to spills within the Project team will be maintained, as a minimum, through the following forums (organiser as noted):

- Weekly project construction team meetings (AIE Construction Manager or delegate).
- Periodic Environmental management team meetings with relevant contractors (AIE HSE Manager or Delegate).
- Toolbox talks and daily pre-start briefings (Principal Contractor Project Manager or delegate).
- Minutes of formal meetings will be taken and distributed to record issues raised and actions required, with action status established at subsequent meetings.
- Monthly review of the internal AIE Environmental Compliance Tracking register (AIE HSE Manager or delegate).

All internal meetings include appropriate documentation in the form of agenda and formal distribution via the Project's document system.

In addition to the above, the AIE Environment Team will also undertake informal planning sessions and resource review meetings to plan and forecast for upcoming key construction dates, critical issues and other relevant matters associated with environmental planning and approvals.

### 9.2 External communications

AIE is committed to keeping the local community and relevant agencies informed about the development of the Project. The principal external communication objectives are, therefore, to:

- Continue to maintain open communication with relevant stakeholders.
- Minimise environmental impacts.
- Be proactive in addressing any concerns that the community / external stakeholder may express.

AIE will build upon the stakeholder and community engagement phase undertaken during project development including multiple group or one on one briefings. A project website ([www.ausindenergy.com](http://www.ausindenergy.com)) has been developed and provides comprehensive, clear, and accessible information that is updated on a regular basis.

As well as the local Port Kembla and broader community of the Wollongong region, extensive engagement was also undertaken with a range of other interested key stakeholders, such as local commerce organisations, the PANSW and local and state government.

Consultation with key stakeholders and the wider community on the Project will continue throughout Stage 2A and Stage 2B and subsequent construction phases. These measures will ensure the stakeholders, including the wider community, remain informed of the Project's progress.

Key methods of engagement are provided in the Stage 2A and Stage 2B EMS.

### 9.3 Complaints management

All complaints where a third party has identified a construction activity as being unsatisfactory or unacceptable will be dealt with promptly and efficiently in accordance with the complaint and dispute response outlined in the Project's Stage 2A and Stage 2B EMS.

AIE will operate a free 24-hour Community Information Line (1800 789 177) where members of the community can leave details about an inquiry, they may have regarding construction activities related to spills. This message will be passed on to site personnel and/or the Stakeholder Engagement Team, as appropriate. The phone number is listed on the AIE website (<https://ausindenergy.com/contact-us/>) and will be provided on all community newsletters. The AIE HSE Manager has notified the Port Kembla Harbour Environment Group of the Community Information Line.

Initial responses to complaints will be provided within 24 hours of the complaint being received. As part of the response, a review of the activity will be undertaken. If required and possible, immediate changes will be made to reduce any impact on the community. In some cases, the issues cannot be resolved immediately, and ongoing actions might be required to resolve the issue.

All complaints related to spills will be recorded in a Complaints and Disputes Register. The following information will be recorded for each complaint:

1. The date and time of the complaint.
2. The method by which the complaint was made.
3. Any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect.
4. The nature of the complaint.
5. The action taken by the licensee in relation to the complaint, including any follow-up contact with the complainant.
6. If no action was taken by the licensee, the reasons why no action was taken.

The Complaints and Disputes Register will be maintained by the Project's HSE Manager or delegate, and will detail what the issue was, initial response provided, how and when the issue was resolved, and by whom. Records will be kept for at least four years after the complaint was made and will be produced on request by any authorised officer of the EPA.

Where resolving a complaint with a third party is protracted or develops into a dispute, the AIE HSE Manager shall escalate proactively to Senior Project Leadership (e.g., AIE Project Manager and/or Project Director) to assist with resolution. AIE will work proactively with the complainant to resolve the dispute including having face to face meetings, site familiarisation sessions and agreeing on actions to resolve the dispute. All communications and agreed actions shall be documented.

For the management and reporting of corrective actions (which may be required in response to a complaint), refer to the Project's Stage 2A and Stage 2B EMS.

# 10. Inspections, monitoring and audits

Monitoring and auditing will be undertaken to determine the impact on the environment and identify opportunities for improvement. Monitoring to be implemented for specific actions or environmental issues (e.g., water quality monitoring, air quality monitoring) will be detailed in their relevant Sub - plan and will specifically address the monitoring requirements for those issues.

## 10.1 Environmental inspections

### 10.1.1 AIE and Principal Contractor joint environmental inspection

As a minimum, the AIE HSE Manager (or nominated delegate) will undertake periodic inspection of the work sites with the relevant Principal Contractor's environmental personnel (Environmental Representative or similar) to evaluate the effectiveness of environmental controls (inclusive of erosion and sediment control measures) and general compliance with the implementation of the Emergency Spill Plan for site-based activities.

If any maintenance and / or deficiencies in environmental controls or in the standard of environmental performance are observed, they will be recorded on the checklist form. Records will also include details of any maintenance required, the nature of the deficiency, any actions required and an implementation priority.

Actions raised during inspections will be documented on the *Environmental Site Checklist* and will be issued formally through the Project's document management system to the relevant Contractor for action. If they represent an actual or potential significant environmental risk, these issues shall be reviewed at the Project Planning meetings and will have non – compliances raised if not closed out in the nominated timeframe (Non - compliance Report).

### 10.1.2 Contractor environmental inspections

In addition to the joint environmental site inspection with AIE, the Principal Contractors will be required to undertake daily site environmental inspections, targeting key environmental risks commensurate with the activity being undertaken. The environmental site inspection will be documented on a checklist, or similar, to be prepared and completed by the Principal Contractors.

Copies of the environmental site inspection records are to be provide to AIE on request.

The HSE Manager is responsible for the initial reporting of significant non-compliances with the Emergency Spill Plan or relevant legislation to the AIE Project Director and government authorities (refer to Section 11).

### 10.1.3 EPL inspection requirements

In accordance with Condition O4.4 of the EPL No 21529, the Contractors will undertake wet-weather inspections daily during periods of rainfall and within 24 hours of cessation of a rainfall event causing runoff to occur on or from the premises (based on site observation, this equates to ten millimetres of rainfall in a 24-hour period).

Daily inspections of water pollution controls will be undertaken in accordance with Condition M.10.1 of the EPL No 21529 and recorded. Records will include the date and time of inspection, location of dredging operations and conditions of silt curtains and other water pollution controls. Records will be produced to an EPA authorised officer on request.

The Principal Contractors must record all such inspections including observations and works undertaken to repair and / or maintain erosion and sediment controls.

## 10.2 Monitoring

Monitoring will not be required with respect to this Emergency Spill Plan.

## 10.3 Auditing

AIE will conduct a program of internal audits for the purpose of verifying compliance with the following:

- The EMS and this Emergency Spill Plan.
- Compliance with the requirements of relevant components outlined within the EMS and Emergency Spill Plan, including but not limited to, site inspection compliance, document control / management, non - compliance, and incident management etc.
- Monitoring and reporting requirements as set out under EPL No. 21529.

Additional details regarding the auditing process are detailed in the Project's Stage 2A and Stage 2B EMS.

## 10.4 Environmental reporting

### 10.4.1 DP&E reporting

Regular reports on compliance and other matters will be provided during the construction phase of the Project. This will include reporting to the DP&E in accordance with Schedule 4, Conditions 7 and 8 of the Infrastructure Approval (SSI 9471), with specific reference to the *Compliance Reporting Post Approval Requirements* (DPIE, 2020).

In addition, DP&E will be notified in writing of the date of commencement of each of the relevant phases of the Project in accordance with Schedule 2, Condition 8 of the Infrastructure Approval (SSI 9471).

Reporting applicable to this Emergency Spill Plan will consist of Environmental Incident Report(s), as required.

### 10.4.2 Other reporting requirements

A monthly environmental monitoring report will be developed for each calendar month which will include details of the monitoring results and frequencies and inclusion of any exceedance of EPL No. 21529 monitoring limits / criteria. A copy of the monthly environmental monitoring report will be made available on the AIE Project website.

Further reporting requirements are provided in Section 10.6 and Section 11.

## 10.5 Compliance tracking register

A Compliance Tracking Register has been developed as a monitoring tool to assist with the compliance reporting requirement as set out under Condition 7, Schedule 4 of the Infrastructure Approval (SSI 9471).

The compliance tracking register includes a breakdown of the requirements from the following key approval and Project documents:

- Infrastructure Approval (SSI 9471).
- EPL No. 21529.
- Requirements of this Emergency Spill Plan.
- *Compliance Reporting Post Approval Requirements* (DPIE, 2020), or its most recent edition.

The Compliance Tracking Register includes tabulation of reference conditions, the requirements, responsibility, status (i.e., ongoing, close - out, not triggered, etc.) and supporting evidence where required.

A routine review of the Compliance Tracking Register is undertaken by the AIE HSE Manager (or delegate) with input sought from the relevant contractors as required. The Compliance Tracking is a live document which is kept up to date for each stage of the construction works.

## 10.6 Non - compliance, corrective, and preventative actions

Non - compliances or potential non - compliances are situations or events that do not comply with the safeguards and procedures stipulated in the EMS or this Emergency Spill Plan.

Non - compliances or potential non-compliances may be identified in any of the following situations:

- As part of site inspections, supervision or monitoring of construction activities.
- During internal audits.
- Following justified / supported verbal or written third party complaints.

All non - compliances related to spoil management will be managed and reported using the non - compliance function of the Project's document management system. Each non-conformance event and follow-up action will be documented and traceable, including identification of key dates and responsible personnel.

Additional details regarding corrective and preventative actions are outlined in the Project's Stage 2A and Stage 2B EMS.

The Department must be notified in writing via the Department's Major Projects Website within seven days after the identification of any non - compliance issue. The notification must identify the development, including the application number, set out the condition of approval that the development is non - compliant with, the way in which it does not comply, the reasons for the non - compliance (if known) and what actions have been taken, or will be taken, to address the non - compliance.

# 11. Incident management and emergency response

## 11.1 Incident management

### 11.1.1 Overview

Incidents are defined as an occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance. The consequences of such incidents may result in material environmental harm, damage, or asset loss. 'Near misses' are extraordinary events that could have reasonably resulted in an incident.

All incidents related to spills, including those of the Principal Contractors, its subcontractors, and visitors that occur during the undertaking of the construction works for the Project will be managed to satisfy the requirements of AIE's Incident Reporting and Investigation System Requirements. Whilst it is noted that key Contractors will be implementing their own environmental management system procedures and processes, AIE will be responsible for ensuring that these systems and processes satisfy the requirements of the AIE EMS, including the incident management components. The Principal Contractors will be responsible for providing all necessary documentation with regards to the incident investigation and close - out actions where required. The timing of the provision of this documentation is to align with the AIE requirements.

The AIE HSE Manager must be notified immediately of any environmental incident or near miss. These may include, but are not limited to the following:

- Exceedance of monitoring criteria as required under the Project EPL (EPL No. 21529).
- Spill of any dangerous goods or hazardous substance to ground or water.
- Substantiated complaints received from members of the community or regulatory authorities.
- Regulatory breaches such as fines, prosecutions, improvement notices, breaches of licence conditions.
- All incidents of third-party property damage or loss.
- Incidents involving impact or potential damage to items or places of cultural heritage significance.
- Land-based off-site sediment loss to the environment, including sediment tracking onto the roadway.

The AIE HSE Manager will be responsible for regulatory notification of all notifiable environmental incidents (refer to Section 11.1.2 for notifiable incidents). All environmental incidents will be reported immediately to DP&E in writing via the Department's Major Projects Website after AIE becomes aware of the incident, as per Schedule 4 Condition 5 of the Infrastructure Approval (SSI 9471). The notification must identify the development, including the application number, and set out the location and nature of the incident.

In the event of a notifiable non - compliance incident arising, the Principal Contractor will notify the AIE HSE Manager immediately to allow the AIE HSE Manager to notify DP&E in writing via the Department's Major Projects Website within seven days of AIE becoming aware of the non - compliance, as per Schedule 4 Condition 6 of the Infrastructure Approval (SSI 9471). The notification must identify the development, including the application number, set out the condition of approval that the development is non - compliant with, the way in which it does not comply, the reasons for the non - compliance (if known) and what actions have been taken, or will be taken, to address the non - compliance.

### 11.1.2 Notifiable incident under the POEO Act

In the event of a Notifiable Incident as defined under the POEO Act, AIE is responsible for immediately notifying the EPA, and any other relevant authority, of pollution incidents on or around the site via the EPA Environment Line (telephone 131 555) in accordance with Part 5.7 of the POEO Act. The circumstances where this will take place include:

- *If the actual or potential harm to the health or safety of human beings or ecosystems is not trivial.*

- If actual or potential loss or property damage (including clean-up costs) associated with an environmental incident exceeds \$10,000.

Follow-up written notification to the EPA and any other relevant authorities will be required in accordance with the POEO Act and requirements of the EPA. This includes the provision of written details of the notification to the EPA within seven days of the date on which the incident occurred.

All notifiable incidents will also be managed, documented, and reported in accordance with the AIE *Incident Reporting and Investigation System Requirement*.

In addition, an authorised officer of the EPA has the right to request a written report (in accordance with Condition R3 of the EPL No. 21529) if they suspect on reasonable grounds that an event has occurred at the licensed premises which has caused, is causing or is likely to cause material harm to the environment (whether the harm occurs on or off premises to which the licence applies). The written report is to address all the requirements under Condition R3 of the EPL.

### 11.1.3 Notifiable incident under the Infrastructure Approval (SSI 9471)

In accordance with Condition 5 of Schedule 4, DP&E must be notified in writing via the Department’s Major Projects Website immediately after AIE becomes aware of an incident on site.

Additional details regarding notifiable incidents and procedures are outlined in the Project’s Stage 2A and Stage 2B EMS.

## 11.2 Emergency response

Actual or potential emergency situations will vary in type and severity. The required level of response and notification will be at the discretion of the AIE Construction Manager in consultation with the AIE HSE Manager.

Any emergency situation may require only isolated containment and control or may require the complete evacuation of the site and notification of relevant emergency services. Consideration should be made of the response requirements for different situations. If at any time there is uncertainty on how to proceed, response should be for the worst possible scenario. Ultimately, the AIE Construction Manager or representative has authority and responsibility to instigate an evacuation if he/she feels it is warranted.

In the event of an emergency, the following plans listed in Table 11.1 shall be consulted and implemented, as relevant.

Table 11.1 Emergency plans

Plan	Reference	Application
Principal Contractor Local Emergency Response Plan	-	Principal Contractor’s emergency response plan implemented in the event of any incident occurring during a Project activity as per the Contractor’s policies and management framework.
AIE Port Kembla Gas Terminal Emergency Spill Plan	This Plan	Developed as a Sub - plan to the EMS to be implemented detailing: <ul style="list-style-type: none"> <li>– Response plans in the event of land or water-based spill events.</li> <li>– Inspections, notification, and incident management requirements in accordance with the Infrastructure Approval (SSI 9471) and EPL No 21529 in relation to spills.</li> </ul>
PIRMP	PKGT-AIE-PRO-007	Implemented immediately in the event of a pollution incident occurring during a Project activity. The PIRMP: <ul style="list-style-type: none"> <li>– Outlines the actions to be taken during or immediately after a pollution incident.</li> <li>– Lists details of relevant authorities to be notified, as required.</li> <li>– Outlines community and neighbour notification details, as required.</li> </ul>

Plan	Reference	Application
AIE Emergency Management Procedures	PKGT-AIE-PRO-014	<p>Implemented immediately in the event of any emergency incident occurring during the Project. Procedures include:</p> <ul style="list-style-type: none"> <li>- Types of emergencies and the detailed steps to be taken in response.</li> <li>- Notification details to relevant authorities and AIE Project team.</li> <li>- Incident response to follow up from incident and preventative actions to be implemented, if applicable.</li> </ul>

# 12. Document management and review

## 12.1 Record management

Records and registers specified for Stage 2A and Stage 2B shall be maintained. Records to be kept may include but will not be limited to the following:

- Environmental Inspection Checklist.
- Environment Reporting.
- Environmental Monitoring Reports / Records.
- Fauna and Weed Register.
- Internal Audit Reports.
- Incident Reports and Register.
- Toolbox Talk Records.
- Induction Presentation and Register.
- Environmental Activities Safe Work Method Statement (SWMS).
- Corrective Actions Register.
- Waste and Resource Register.
- Material Tracking Register.
- Training Register / Matrix.
- Complaints Register.

## 12.2 Review and revision of Emergency Spill Plan

This Emergency Spill Plan will be reviewed and updated, as required under Condition 3 of Schedule 4 of Infrastructure Approval (SSI 9471) to ensure the objectives of the applicable approval conditions contained within are being met throughout Stage 2A and Stage 2B.

In addition, as required under Condition 4 of Schedule 4 of Infrastructure Approval (SSI 9471), the Emergency Spill Plan must be reviewed, and if necessary, revised within 3 months (unless otherwise agreed with DP&E) for any of the following:

- Following the submission of an incident report as per Condition 5, Schedule 4 of Infrastructure Approval (SSI 9471) (refer to Section 11).
- Following approval of any modification to the conditions of approval outlined in Infrastructure Approval (SSI 9471).
- At the direction of the Planning Secretary as per Condition 4, Schedule 2 4 of Infrastructure Approval (SSI 9471).

Where a review leads to a revision of this plan, within four weeks the revised Emergency Spill Plan will be submitted to the Planning Secretary for approval unless otherwise agreed with the Planning Secretary.

## 12.3 Access to information

AIE will make the following information publicly available on the PKGT website, as per Schedule 4, Condition 12 of the Infrastructure Approval (SSI 9471) and the requirements as set-out under the Project EPL (No. 21529):

- The PKGT EIS.
- Current statutory approvals for the Project.
- Approved strategies, plans or programs required under the conditions of Infrastructure Approval (SSI 9471).

- A comprehensive summary of the monitoring results of the development, reported in accordance with the specification of any conditions, or any approved plans and programs relating to Infrastructure Approval (SSI 9471).
- A summary of complaints (updated monthly).
- Any independent environmental audit, and responses to the recommendations in any audit.
- The approved premises map (EPL No. 21259, Condition A2.4).
- PIRMP (EPL No. 21529, Condition E2).
- Any other matter required by the Planning Secretary.

This information will be kept up to date by AIE when required.

# References

DPIE 2020, *Compliance Reporting Post Approval Requirements*.

Environment Protection Licence No. 21529, dated 3 December 2021.

GHD 2018, Port Kembla Gas Terminal Environmental Impact Statement.

Infrastructure Approval SSI 9471, dated 13 October 2021.

SMEC March 2022, Port Kembla Gas Terminal Development – Emplacement Cell Report.

# **Appendix A**

## **AIE Emergency Response Management Plan**

# **Appendix B**

## **AIE Pollution Incident Response Management Plan**



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