

# PORTS NORTH

## Cairns Shipping Development Project

# Map of Queensland Ports

## QUEENSLAND PORT NETWORK



# Importance of the Port of Cairns

- The Port of Cairns is critical to the regional economy
  - Represents \$1B gross value added to the regional economy
  - Represents 9.3% of the gross regional product & 9.2% of the employment
- 1,943 employees in Cairns & Far North Queensland maritime industries
- This represents 40% of the maritime employment between Rockhampton & Darwin

Cargo 1.10M tpa  
14,000 vessel moves pa



Petroleum, Sugar, Tourism,  
Molasses, Coastal Trade,  
Fertiliser, Maritime Support,  
Fishing







# cityport masterplan



The contents of this plan are conceptual only, for discussion purposes. All areas and dimensions are approximate only subject to relevant studies, Survey, and Engineering | Date June 2008 | Scale NTS | Project Number 21434\_05

CONICS

# Cruise Terminal – Project 2010





# Cruise Terminal





# Cairns... A Welcoming Port Call



- **Welcome Banner**
- **Departure Entertainment**
- **Tropical Fruit Tasting on Departure**

- **Farewell activities provided by Ports North**



# Shipping





# Cairns Shipping Development Project



# Cairns Shipping Development Project

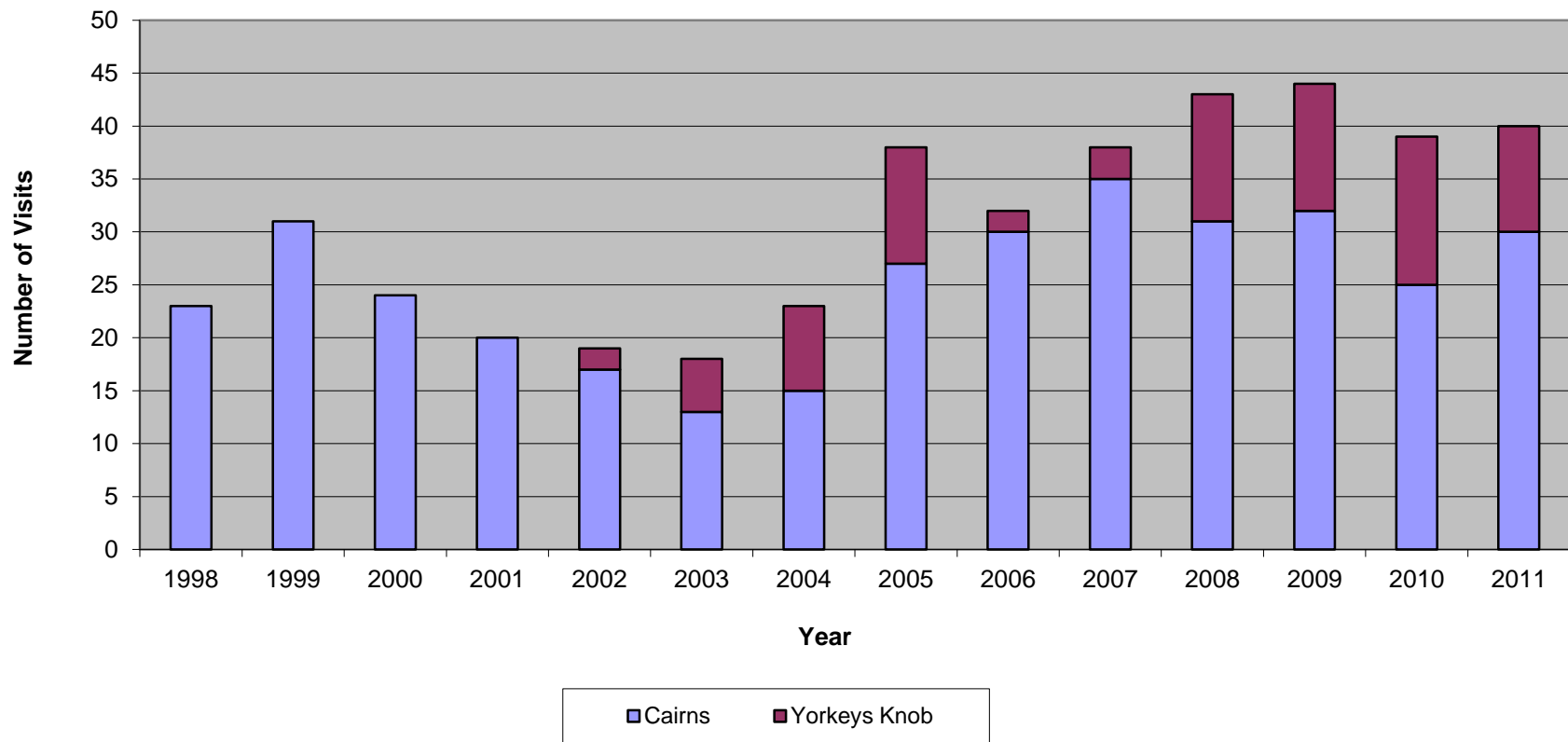
## Why is the Cairns Shipping Development Project needed?

- Opportunity to meet demand from expanding cruise ship market (State wide benefits)
- Existing facilities prevent large cruise ships from berthing in Cairns (moor offshore & tender/bus tourists to Cairns)
- Opportunity to significantly boost local business, tourism & economy
- Opportunity for Naval expansion
- Associated benefits to broader Port operations shipping through improved channel efficiency



# International Cruise Visits

Total International Cruise Visits to the Port of Cairns

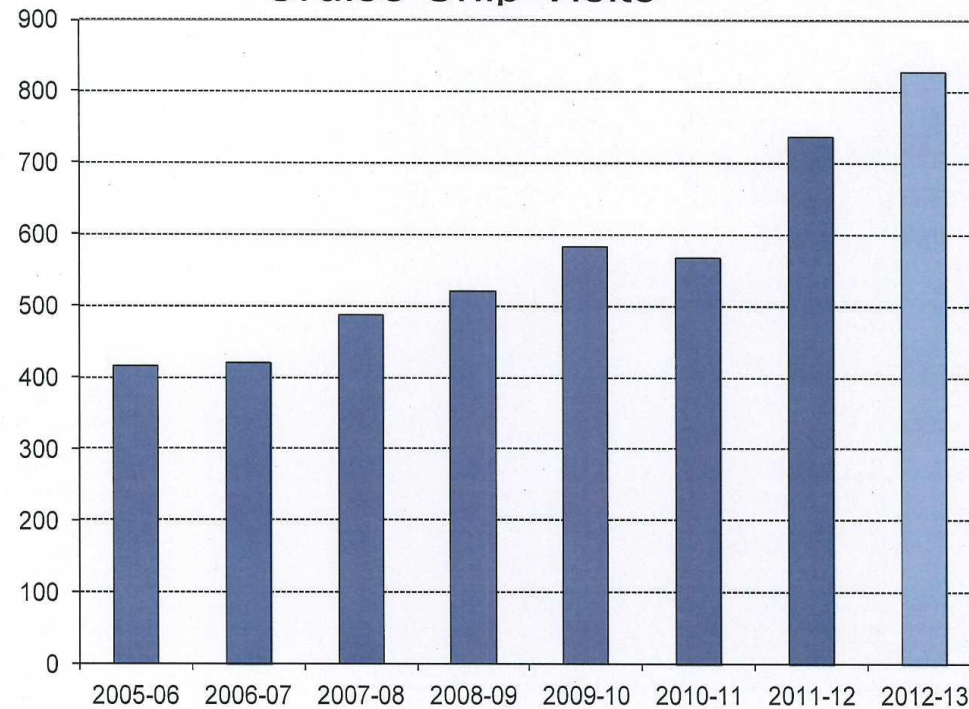


# AEC Ship Visit Outlook for Australia

Outlook for 2012-13 - anticipated to grow by 13%



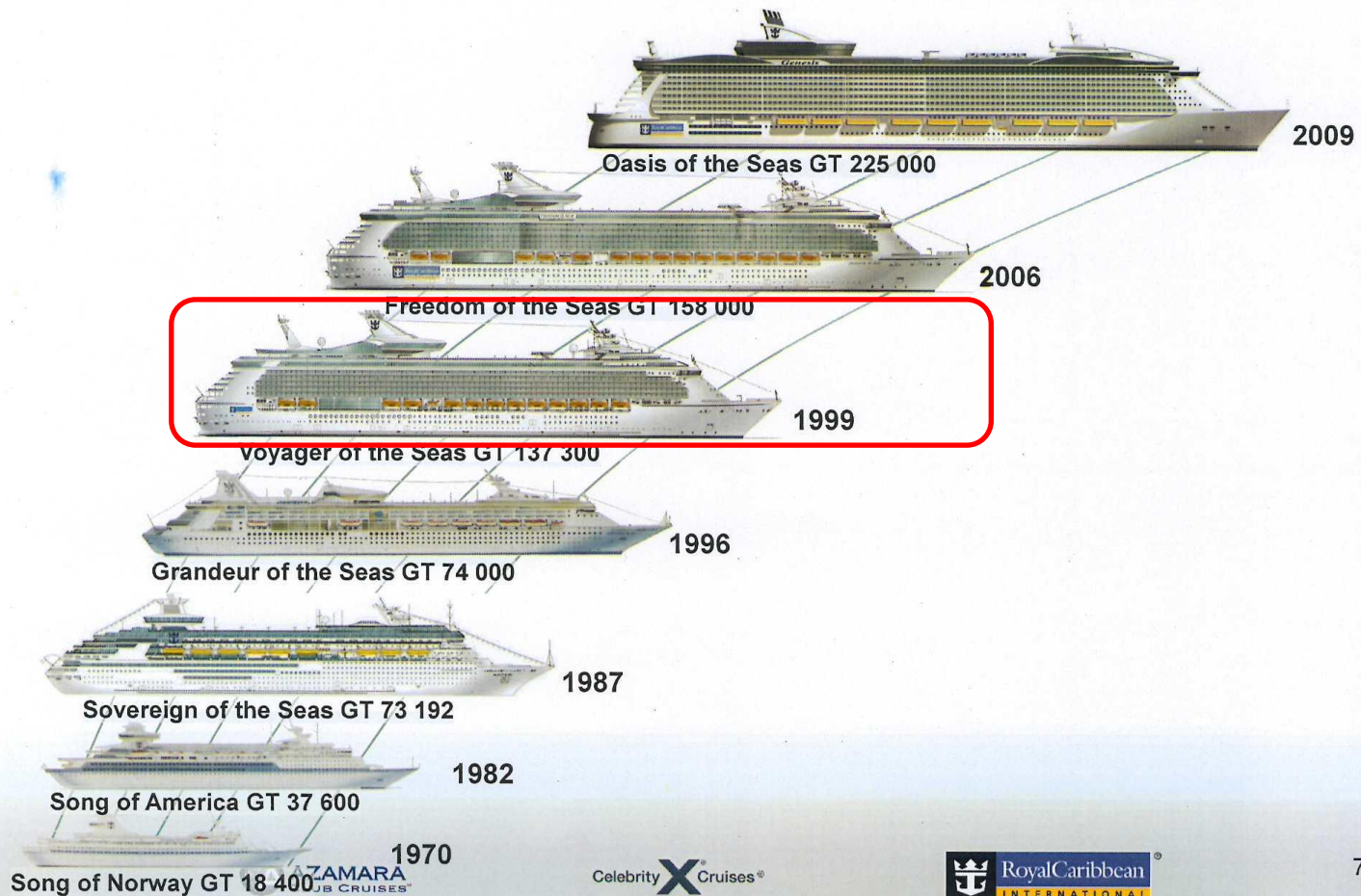
## Cruise Ship Visits



*A leading Australian consulting group recognised through the success of our clients*



## Cruise Ship Evolution



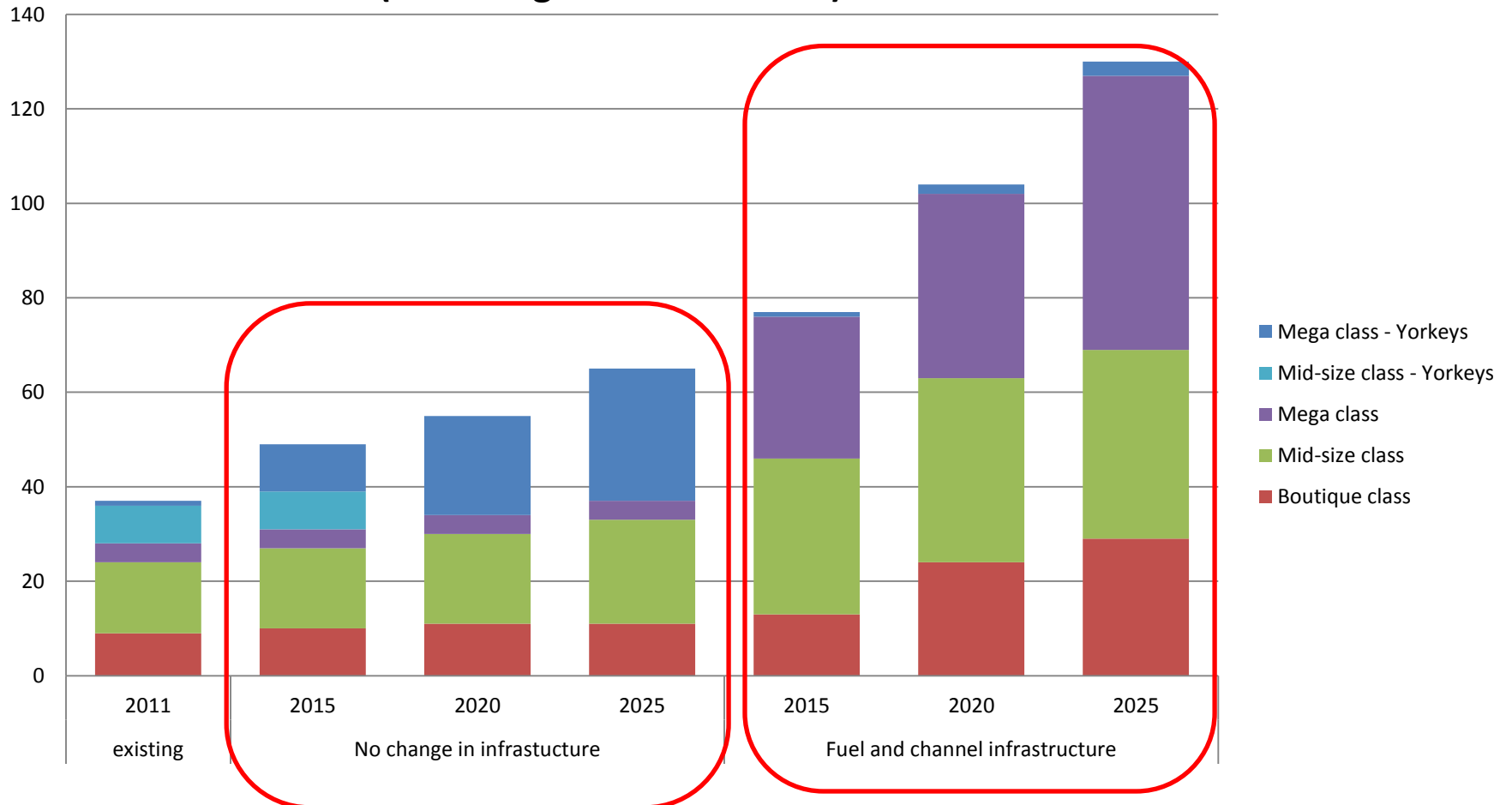
# Mega Class Cruise Ships

- Largest Cruise ship is 279m, 78,491 GRT Rhapsody of Sea
- 80% of ships built since 2008 cannot access Port of Cairns
- Mega class ships are unable to enter the Port without infrastructure improvements

The types of Mega class ships that could visit Cairns after this project is completed are:

Ship Class	Ship Name	Length Overall (m)	Beam (m)	Draft (m)
Regal	Pacific Dawn	245.1	32.3	7.8
Vista	Queen Victoria	294.0	32.3	8.0
Sun	Sun Princess	261.3	32.3	8.1
Grand	Emerald Princess	290.0	36.0	8.0
Voyager	Voyager of the Seas	311.0	38.6	8.6

**Cruise Demand  
(excluding Adventure class)**





# Potential Cruise Itineraries



Figure 6-1 Itinerary One



Figure 6-2 Itinerary Two – Cairns to Bali



Figure 6-3 Itinerary Two – Cairns to Singapore



Figure 6-4 Itinerary Three

# Economic Benefits

- Regional economic benefits of \$436M over next 25 years
- Project to deliver 370 additional flow-on jobs per annum by 2026 & 540 per annum by 2041
- Economic benefits not only to Cairns but also to State due to flow-on effects to wider cruise industry – securing cruise industry for Queensland
- Other benefits include:
  - Enable future expansion of HMAS Cairns Navy Base & allow larger overseas Navy vessels to enter the Port for R&R
  - Reduce current tidal & loading restrictions on general cargo ships, thereby improving Port efficiency

- Project to deliver improved cruise ship infrastructure:
  - Channel dredging for widening & deepening existing shipping channel & swing basins (5M m<sup>3</sup>) 92% outer channel
  - Relocated navigational aids
  - Wharf upgrades - fenders & bollards
  - Land based services
  - Expansion of existing Dredge Maintenance Placement Area
- Project is primarily an expansion of existing channel
- Project requires increased maintenance annual dredging (320,000m<sup>3</sup> to 580,000m<sup>3</sup>)
- Current completion date is 2015 subject to approval timelines (2 year EIS & 12 months construction)



# Wharves

- Can accommodate 2-3 medium international or 1 large international & a domestic cruise vessel
- Wharves 1-3 need upgrades to fenders & mooring bollards for larger vessels



# Cairns Channel

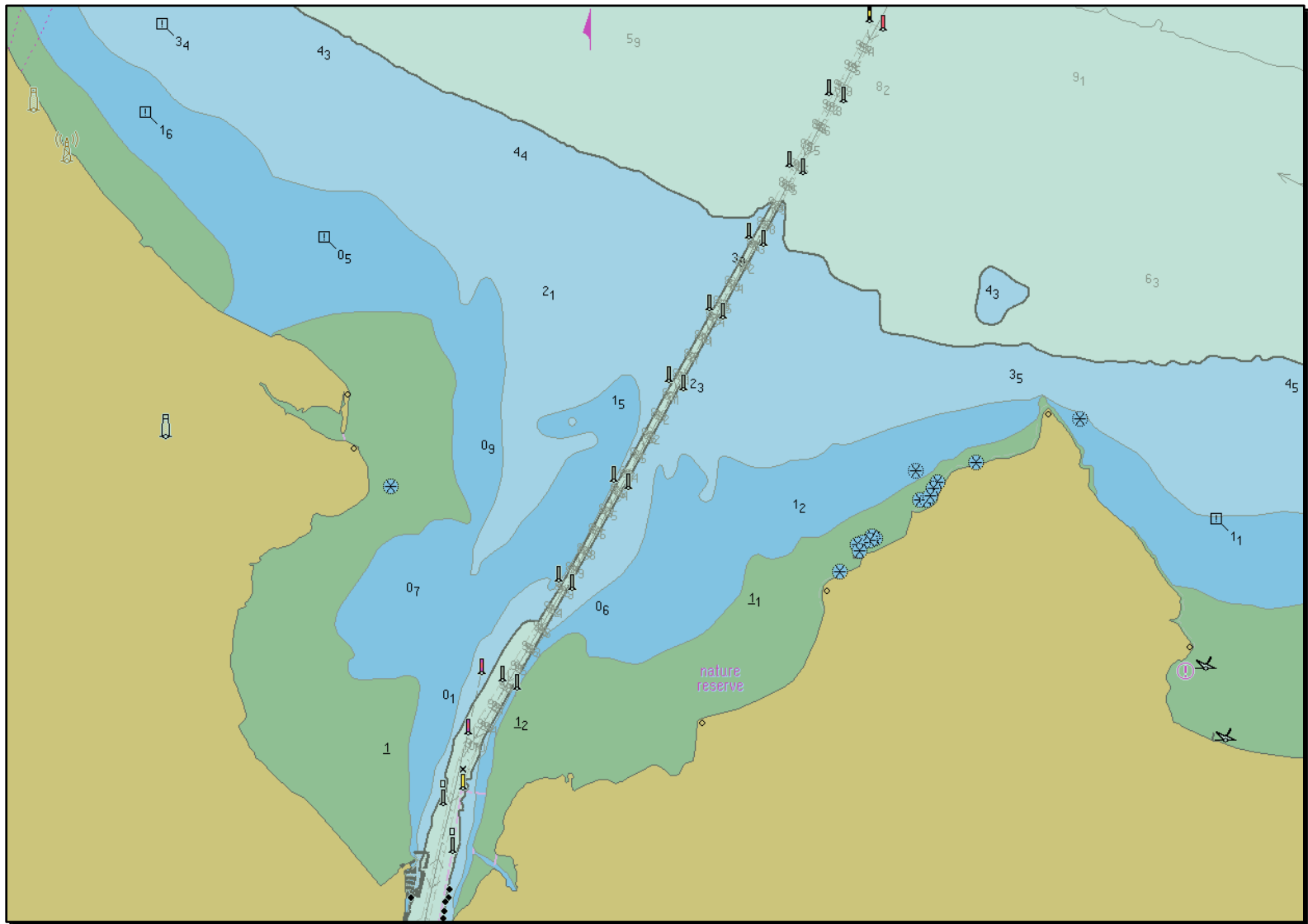




Figure 3: View of Bridge Simulator



# Channel Optimal Design

## Channel Width & Depth

Channel Design	Outer Channel (m)	Bend (m)	Inner Channel (m)	Declared Depth (m LAT)	Wharves 1-3 Swing Basin dia (m)
Existing Channel	90	150	105	-8.3	380
Channel	140	210	190	-9.4	400

# Existing Swing Basins






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• The data shown on this plan is for information only. The position of services, structures, landscaping, fences, roads etc. is approx. only and must be verified on site prior to detailed design or construction works being carried out.

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• For the level datum used in compiling this plan, refer to general notes.

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A	Swing basin amended.		N.R.	21/09/12	
REV	AMENDMENT		BY	DATE	

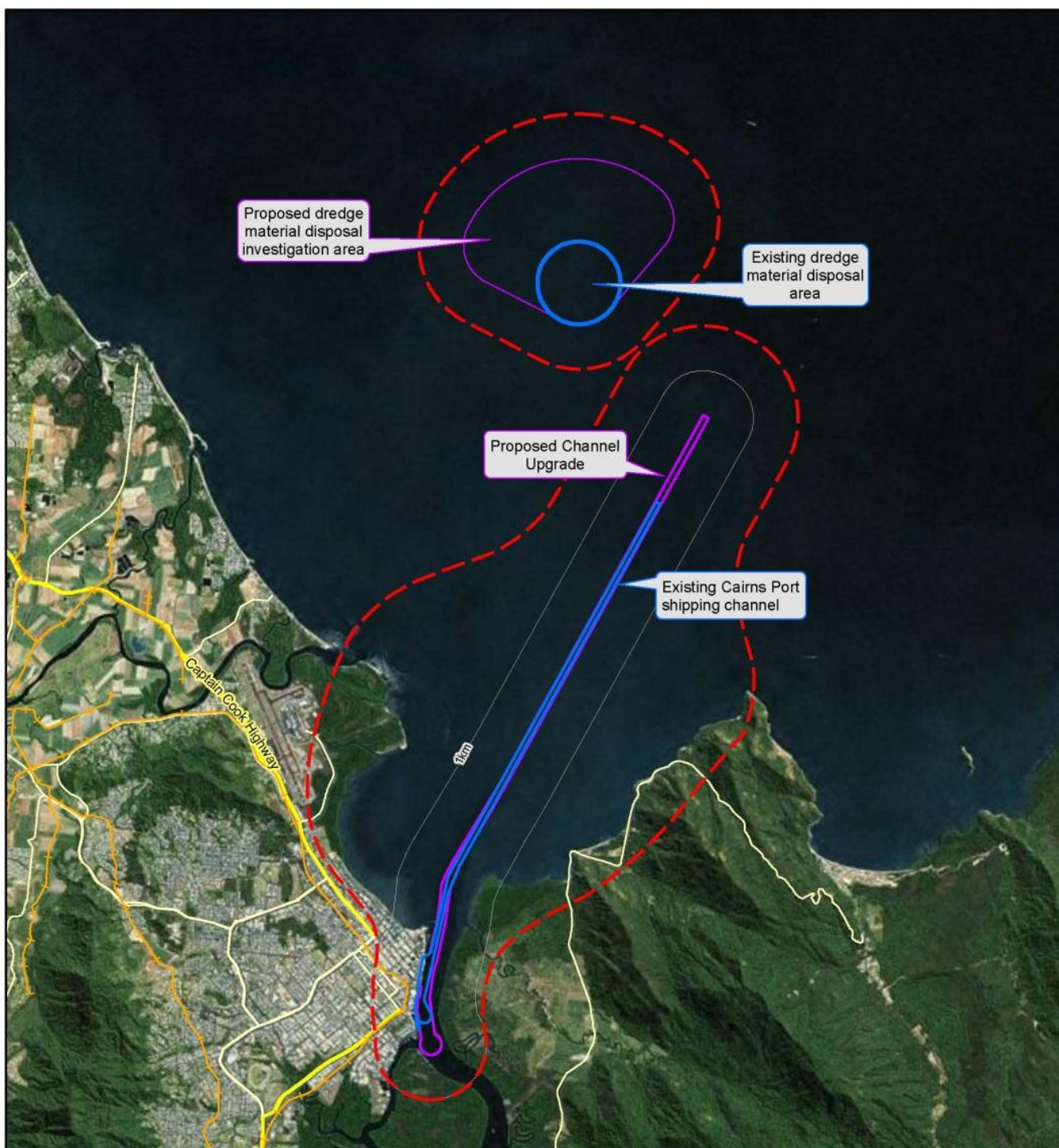
DRAWN	N.R.	DATE	31/10/11	SCALE	NTS
DESIGNED		CHECKED	C.B.	APPROVED	C.B.
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Port of Cairns

**CAIRNS SEAPORT  
POTENTIAL EXPANSION AREAS**

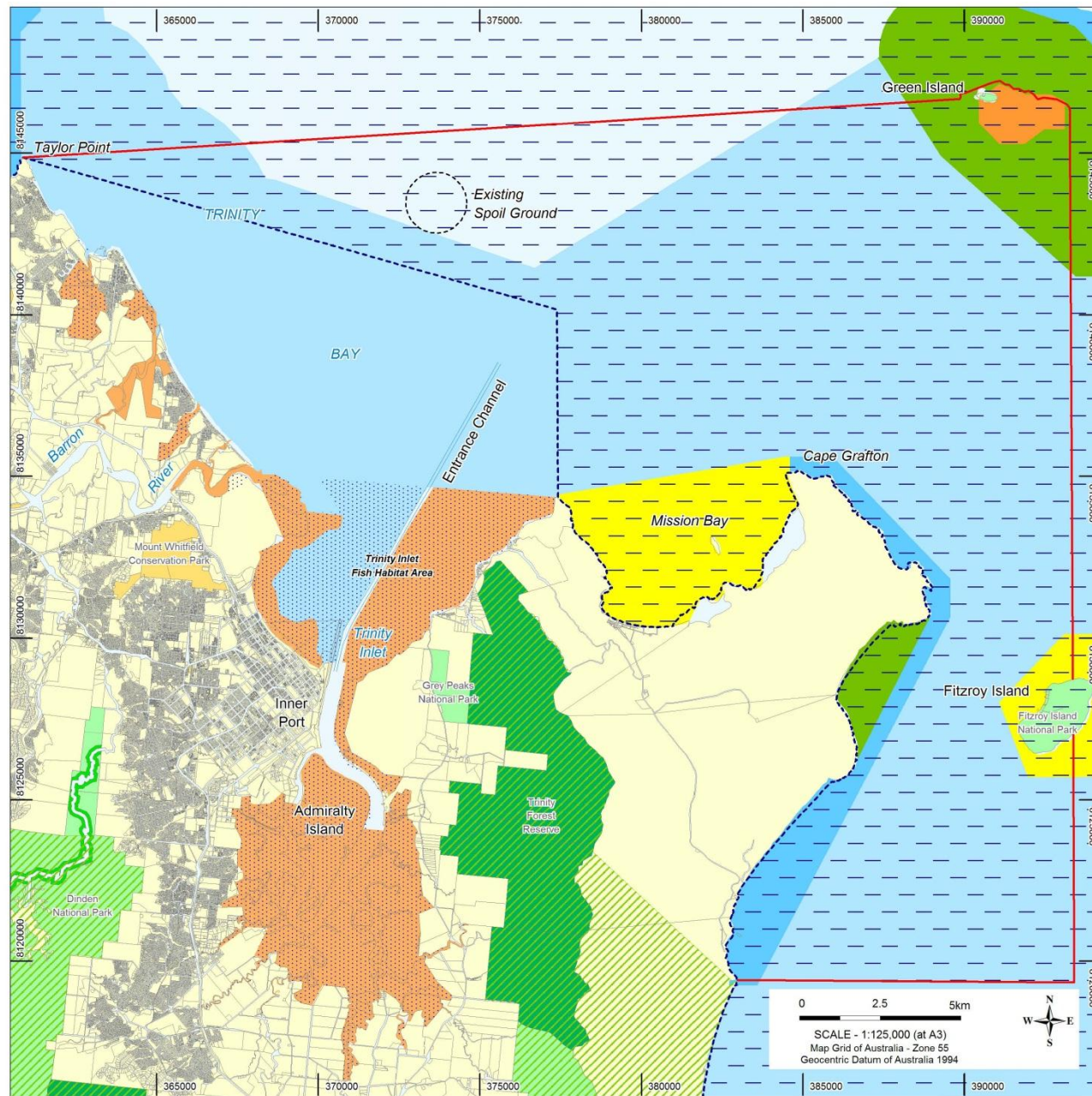
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#### Source Information

MSQ Port Limits  
 Maritime Safety Queensland 2009  
 Queensland Fish Habitat Areas  
 Department of Primary Industries and Fisheries 2009  
 Great Barrier Reef Marine Park Authority boundary  
 Great Barrier Reef Marine Park Authority 2009  
 Great Barrier Reef Coast Marine Park Zoning  
 Department of Environment and Resource Management 2010  
 Protected Areas (Queensland\_ estates)  
 Environmental Protection Agency 2009  
 World Heritage Areas (Australia)  
 Australian Government Department of the Environment and Water Resources 2009  
 Cadastre  
 Department of Natural Resources and Water, Queensland 2009

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1 0A 0	06/05/2010 04/05/2010 22/03/2010	Re-issued for use Re-issued for client review issued for client review	KM KM KM	MZ MZ NA	AF AF JAK
Rev	Date	Revision Description	ORIG	CHK	ENG
			APPD		



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 resources & energy



**PORTS NORTH**

## CAIRNS PORT LONG TERM MANAGEMENT PLAN

### Figure 5-1 Management areas in the vicinity of Cairns Port

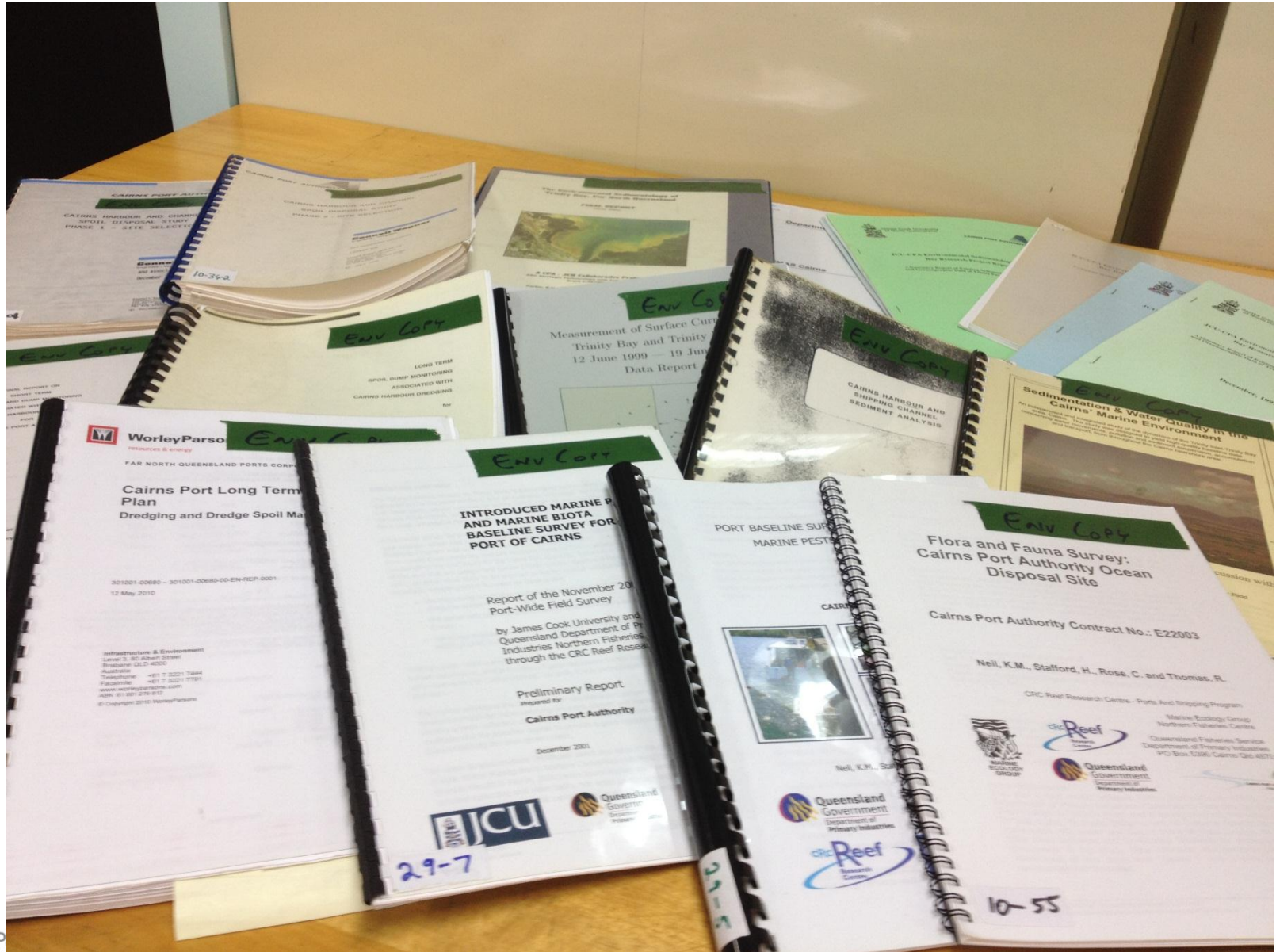
Project No: 301001-00975

Figure: 00975-00-GM-DAL-0002

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# Studies To Date





# Key Outcomes from Previous Studies

- Extensive investigations undertaken into alternative land & marine dredge material disposal sites
- Few options to place the fine saline silts from dredging on land
- The existing offshore dredge material placement site is in an optimum location
- Turbidity resulting from dredging is unlikely to have adverse impacts
- Use of the existing dredge material placement site over the years has not had any significant long term effects (site recovers quickly to be similar to nearby undisturbed areas)
- Annual monitoring of seagrass has not detected any dredging related impacts

# Preliminary Environmental Assessment

Key environmental considerations of the proposed works include:

- Areas of high ecological significance under Queensland Coastal Plan
- Protected areas listed under World Heritage Area, Great Barrier Reef Marine Park, Nationally Important Wetland, National Heritage Place, State Marine Parks & Fish Habitat Area
- Ecological habitats, presence of significant Fauna, presence of migratory &/or marine species

Consultants preliminary assessment – *“the works will have a short term impact on environmental values but the long term impacts can be adequately addressed through design & management plans”*

# Ports North Environmental Record

- Environmental performance is critical to our business
- Port has been dredging for 100 years with last widening occurring in 1990
- Demonstrated history for scientific research & environmental monitoring of dredging & disposal, including 5 year joint research project with JCU on Environmental Sedimentology of Trinity Bay
- Extensive experience in delivering major projects & managing Port infrastructure while maintaining high level of environmental management
- First Port in Australia to attain 10 year Sea Dredge Placement Permit from GBRMPA for maintenance dredging

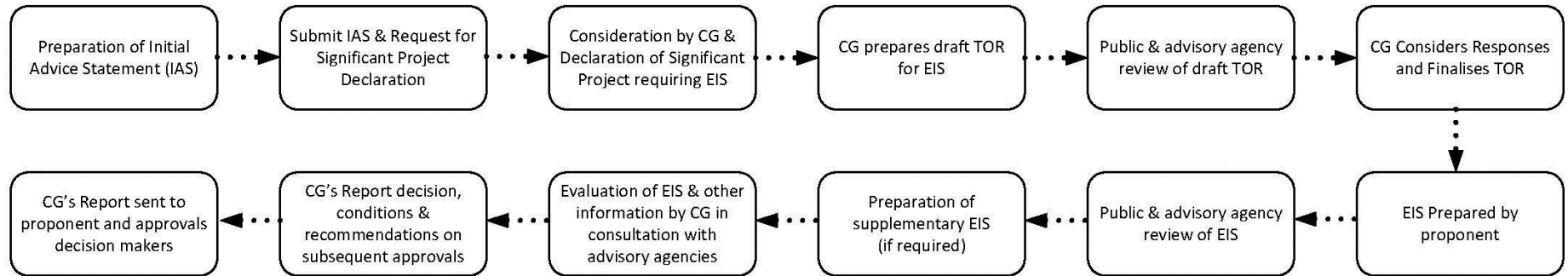


# Approvals

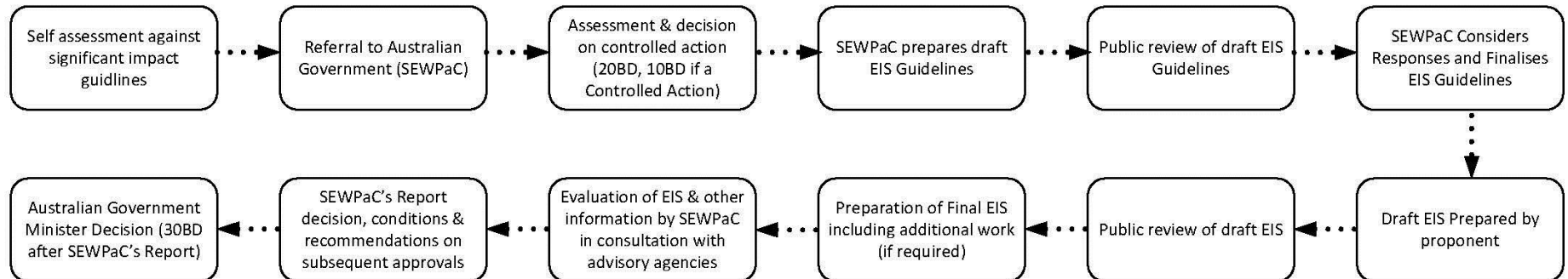
- EIS under bilateral agreement or parallel (State & Federal)
- Capital dredging & dredge material placement
  - Environmental Protection Act
  - Coastal Protection and Management Act
  - Fisheries Act
  - Marine Parks Act (Qld)
  - Great Barrier Reef Marine Park Act
  - Environmental Protection (Sea Dumping) Act
  - Aboriginal Cultural Heritage Act
- Landside infrastructure works
  - Sustainable Planning Act
  - Transport Infrastructure Act
  - Heritage Act
  - Building Act
- Trinity Inlet Fish Habitat Area; channel widening may encroach FHA

# Environmental Approval Process - Parallel

## STATE APPROVAL



## FEDERAL APPROVAL



# Environmental Impact Statement

- Ports North's Initial Advice Statement (IAS) that provides details on the Project on both Ports North and Coordinator General's websites.
- Ports North will complete a comprehensive Environmental Impact Statement (EIS) & get all necessary approvals from both the State and federal Government agencies.
- The Terms of Reference of the EIS are now being prepared by agencies
- The EIS will examine environmental, social and economic values and management of impacts.
- The EIS will examine dredging process and management and use of dredge material.
- The EIS is expected to take 18 months to 2 years



- Ports North will have an extensive Community Engagement & education program
- Project fact sheets
  - *Educate community about dredging & cruise industry*
  - *Build understanding of EIS process, project & impacts*
  - *Ports North's excellent environmental credentials*
- Stakeholder briefings & Information Sessions
- Project updates & proactive media relations
- Website, feedback & consultation avenues

- The project is supported by the State Government
- Development of cruise infrastructure is recognised in the Tropical North Queensland Regional Economic Plan
- Regional Development Australia identifies the development of the cruise shipping channel as a key infrastructure asset
- Cairns Chamber of Commerce, Cairns Regional Council & Advance Cairns, the key regional development agencies, support this project
- Strong media support & positive public response

# Conclusion

- This is a community project – significant benefits flowing to the region & the State
- Ports North's cruise vision is to become the Premier cruise destination in Queensland
- Strongly supported by Government, business, community & cruise industry
- The project is primarily an expansion of an existing channel
- Environmental management is a key focus for Ports North demonstrated by a long history of effective environmental management of dredging activities within Trinity Inlet
- Ports North will complete a comprehensive Environmental Impact Statement (EIS) & get all necessary approvals
- Project target completion is 2015