

Entrance dredging			
<p>42. Clean up in the Entrance</p> <ul style="list-style-type: none"> ▪ All clean up activities to be conducted with the clean up draghead. This may be either the ripper draghead with the teeth shielded or else a separate draghead. ▪ Clean-up to be undertaken in accordance with EMP Method Statement for Dredging works South – Entrance (CDP_ALL_MS_409). Weather forecasts will be obtained from a reputable service provider. ▪ Conduct removal of loose material in accordance with the table below. This will result in approximately twenty programmed clean up events. After clean up, dredging may recommence. 		<p>Construction</p>	
Quantity dredged (Q)	Hs predicted < 3m		Hs predicted > 3m
< 10,000 m ³	Continue dredging		Continue dredging
10,000 m ³ < Q < 24,000 m ³	Continue dredging		Clean-up for 8–18 hours depending on quantity dredged
~ 24,000 m ³	Clean-up for at least 18 hours		Clean-up for at least 18 hours
<p>Note: Q= Quantity dredged, Hs = Significant wave height</p>			
<ul style="list-style-type: none"> ▪ In addition to the programmed clean-up events, conduct other clean-up events: <ul style="list-style-type: none"> – prior to removal of the ridge along the north-west side of Nepean Bank as identified in EMP Method Statement for Dredging works South – Entrance (CDP_ALL_MS_409) – once design profile has been achieved – in any areas identified at Management Review meetings (e.g. areas identified through towed video survey) ▪ The following process is to be used to monitor spatial extent of the clean up events. This process applies to each dredge – clean up cycle. <ol style="list-style-type: none"> 1. Apply a grid over the dredging area for comparison of draghead passes (dredging) and draghead passes (clean up) 2. The x,y,z coordinates of the draghead tracks will be recorded during dredging and clean up. 3. Clean up is to continue until clean up has occurred in no fewer than 90% of the grid cells which were dredged during the cycle. 			

"Jeff Bazelmans" <Jeff.Bazelmans@portofmelbourne.com>

30/07/2008 03:55 PM

Subject: Entrance clean up exception

Dear All

Advice has been received from the Alliance of an exception to the clean up requirements at the Entrance. The EMP requires clean up to be undertaken after dredging preset volumes of material. Generally the clean ups must be for a fixed duration and cover 90% of the area dredged. On Sunday 20 July the vessel systems on board calculated the area of clean up coverage as being over the requisite 90% and that 18 hours of clean up had occurred in accordance with the EMP requirements. Accordingly, the vessel recommenced dredging at this time.

A subsequent office based verification check, which occurs as a matter of course, has revealed a discrepancy of around 10% in the area calculation less than the EMP requirement. It appears as if the system on board the vessel made a calculation error which caused the discrepancy. An investigation is being undertaken to review the discrepancy, identify the causes and any rectification requirements.

To date there have been 16 clean up events and vessel system calculations and verification checks have confirmed coverage in all other instances. This is therefore likely to have been a one off event.

Regards

Jeff

Jeff Bazelmans

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Channel Deepening Project

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31 July 2008

Mr Stephen Bradford
Chief Executive Officer
Port of Melbourne Corporation
GPO Box 261
Melbourne VIC 3001 Australia

Dear Mr Bradford

CHANNEL DEEPENING PROJECT

The Office of the Environmental Monitor (the Office) was notified on Wednesday 30 July 2008 of an exception event relating to clean-up requirements at the Entrance.

The notification indicated that the requisite $\geq 90\%$ of area dredged was not covered during the last scheduled 18 hours of clean-up by the dredge vessel, and that this is an exception to requirements of the Channel Deepening Project Environmental Management Plan (EMP). It is noted that the exception was picked up during a verification step. It is also noted that the verification checks of all previous vessel system calculations for clean-up events confirmed coverage.

I understand the Port of Melbourne Corporation (PoMC) has already begun an investigation into the incident. I would appreciate an indication of how long this investigation will take and confirmation that, once complete, the PoMC will provide the Office with information on:

- details and cause of the exception;
- what will be done to rectify this and ensure that it doesn't happen again; and
- what action is being taken to ensure the clean-up is completed. For example, it may be prudent for PoMC to consider during the next clean-up phase for the dredge vessel to extend the time of clean-up and spend necessary extra time at the area where the exception occurred to ensure that $>90\%$ area cover will be achieved. If this is to occur it should not be at the expense of the next scheduled clean-up procedure. Suitable allowance to accomplish this should be made with regards to responding to unfavourable metocean conditions.

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It would also be useful for PoMC to consider how it will ensure that, during the investigation, any clean-up operations by the dredging vessel at the Entrance will achieve compliance with the requisite $\geq 90\%$ compliance.

I would appreciate your early response on this matter.

Yours sincerely

A handwritten signature in black ink, appearing to read 'M. Bourke', with a stylized flourish at the end.

Mick Bourke
Environmental Monitor



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Mr Stephen Bradford
Chief Executive Officer
Port of Melbourne Corporation
GPO Box 261
MELBOURNE VIC 3001

Dear Mr Bradford

CHANNEL DEEPENING PROJECT – DREDGING AT THE ENTRANCE

Thank you for your letter of 1 August regarding the issue relating to the clean-up at the Entrance on 20 July 2008.

I understand it has been estimated that approximately 100m³ of rubble was left on the seabed after the clean-up on 20 July. Following up on my request for information on the cause of the exception and the investigation being conducted by the Port of Melbourne Corporation, I would like to be provided with details of the amount and location of rubble that is retrieved by the clean-up initiated on 31 July from the area missed during the 20 July clean-up. This will assist the Office of the Environmental Monitor to determine the scope and timing of any subsequent environmental impact assessment from this event, as well as providing assurance that the rubble has been cleared.

I would appreciate your assistance in this matter.

Yours sincerely

Mick Bourke
Environmental Monitor

1 / 8 / 2008

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