



Eni Australia

BLACKTIP PROJECT

ALTERATION TO PROPOSED ACTION - INJIN BEACH WHARF FACILITY

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1. INTRODUCTION

An Environmental Impact Statement (EIS) ([1], [2] and [3]) was submitted for the Blacktip Project (EPBC 2003/1180) pursuant to the requirements of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* and the NT *Environmental Assessment Act 1984*. Following review, the Northern Territory Government prepared and forwarded their assessment report [4] to the Commonwealth Government on 11th October 2005. Conditional approval to develop the Blacktip Gas Field was subsequently received from the Commonwealth Government on 29th November, 2005.

As an extension to the existing infrastructure facilities already notified by Eni as part of the proposed action for the Project, Eni proposes to construct a wharf facility at the southwest end of Injin Beach.

A beach barge landing was originally considered in the Blacktip Draft EIS, however, it was later withdrawn by the then majority owner of the Project Woodside during the review process [3]. Eni now seek to formally reinstate this aspect of the Project.

2. PURPOSE OF WHARF FACILITY

It is proposed that the wharf facility will form part of the overall Project infrastructure and will be used to assist in the construction and operational activities of the Project. In particular, the wharf facility will be used to allow for:

- a) the importation by sea of modules and equipment for the construction of the Onshore Gas Plant (**OGP**); and
- b) the import and export of materials, goods, supplies and equipment during the construction and operational phases of the OGP.

The main benefit of installing the wharf facility for the Project is that it will provide year round access to the site and also allow the importation of large process modules by sea. This will reduce the onsite construction timeframe and improve construction efficiencies. Further, the barging of OGP plant infrastructure via the wharf facility will reduce the level of traffic and heavy haulage vehicles on the Port Keats road thus significantly reducing both the level of disruption to local communities and the impact on Port Keats Road.

3. LOCATION OF WHARF FACILITY

It is proposed that the wharf facility be constructed on Injin Beach approximately 2km northwest of the OGP site (Figure 1). The Proposed Site is located on part of NT Portion 1637 (Volume 511, Folio 164) (as is the existing Blacktip Lease Area) which is Aboriginal freehold land within the meaning of the *Aboriginal Land Rights (Northern Territory) Act 1976*. The Proposed Site will also encompass an area seaward of the mean high water mark. It is estimated that the total area of land needed (including seaward of the high water mark) for the wharf facility will be approximately 50m by 100m. An additional area of land is also required for the access road from the OGP site to the wharf facility, a corridor approximately 50m wide by 2,000m in length.



4. DESCRIPTION OF PROPOSAL

The facility would comprise of:

- a sheet piled wharf,
- wharf channel,
- associated wharf facility infrastructure (including concrete hardstand, crane facilities, channel markers, unloading facilities and navigational aids); and
- sealed haulage road from the wharf to the OGP Site.

The proposed construction activities would include:

- Driving of sheet piles to define the extent of the offloading wharf.
- Excavation of beach sand to approximately EL(-) 1.43 AHD in front of the wharf to allow the transportation barges to sail into the wharf at high tide.
- Backfill and compaction behind the sheet piled wharf to form an elevated area on the beach. The top of the wharf would be levelled at approximately EL(+) 3.5 AHD. The difference between the top of wharf and excavated beach in front of the sheet piled wharf face would match the hull side dimension of the transportation barge. Thus at low tide when the barge is "bottomed out" OGP equipment modules may be readily driven off the barge onto the wharf hardstand.
- A concrete hardstand would be cast at the top level of the wharf for offloading purposes and to secure the top of the sheet piles.
- A 50m access corridor down to the beach would need to be cleared to allow modules to pass from the wharf to the OGP. The alignment of the cleared area would follow the existing track alignment in order to minimise the impact to the environment.
- Within the cleared corridor a haul/access road would be constructed including a 20m wide sealed surface and associated drainage features to allow all weather access to the beach.

The base case is to decommission the wharf facility at the end of the construction phase for the Blacktip Project, however, Eni will consider making the facility permanent.

5. SITE SELECTION DETAILS

Two sites were considered for the Wharf Landing:

- Yelcherr Beach, within the existing Lease Area; and
- The Injin Beach location shown in Figure 2.

Injin Beach is favoured over Yelcherr Beach as the latter has the potential to conflict with both the construction and operation of the export pipeline.

Figure 3 presents the predominant habitats in the vicinity of the proposed wharf facility. These include:



- intertidal sandflats;
- low rocky, mangrove lined headland to the southwest;
- mangrove lined tidal creek to the northeast;
- sand dune landward of the beach;
- mixed species low open woodland; and
- eucalyptus woodland.

A track from the OGP access road leads down to the beach providing vehicle access. Landward of the dune is a sandy grassland area that merges with the low open woodland. There is evidence of anthropogenic disturbance along the sandy grassland to the northeast of the access track.

6. TIMING

It is proposed that the wharf facility will be constructed during the 2007 dry season.

7. ENVIRONMENTAL COMMITMENTS, SAFEGUARDS AND MONITORING

Environmental issues relevant to the construction and operation of the proposed wharf facility include:

- physical disturbance to the beach and foreshore area;
- vegetation clearance (for the access road from the OGP site to wharf facility); and
- introduction of weeds and exotic marine pests;

All these aspects were covered in the original EIS for the Yelcherr Beach shoreline crossing and the condensate export mooring. Consultation is being undertaken with the Northern Land Council to extend the Blacktip lease area and it is proposed that a specific Construction Environmental Management Plan would be prepared specifically for the present proposal. The following additional site specific surveys are planned to supplement the information in the EIS:

- baseline marine monitoring;
- geotechnical and bathymetry;
- aboriginal sacred sites;
- terrestrial flora; and
- archaeology.



8. REFERENCES

- [1] Woodside (2004a), Blacktip Project Draft Environmental Impact Statement. Volume 1 Main Report. October 2004.
- [2] Woodside (2004b), Blacktip Project Draft Environmental Impact Statement. Volume 2 Technical Appendices. October 2004.
- [3] Woodside (2005), Blacktip Project. Supplement. March 2005.
- [4] Office of Environment and Heritage, Northern Territory Government (2005). Blacktip Gas Project Environmental Assessment Report And Recommendations Assessment Report No 50. October 2005.

Figure 1 Location of the proposed wharf facility





Figure 2 Location of wharf landing proposal for Injin Beach

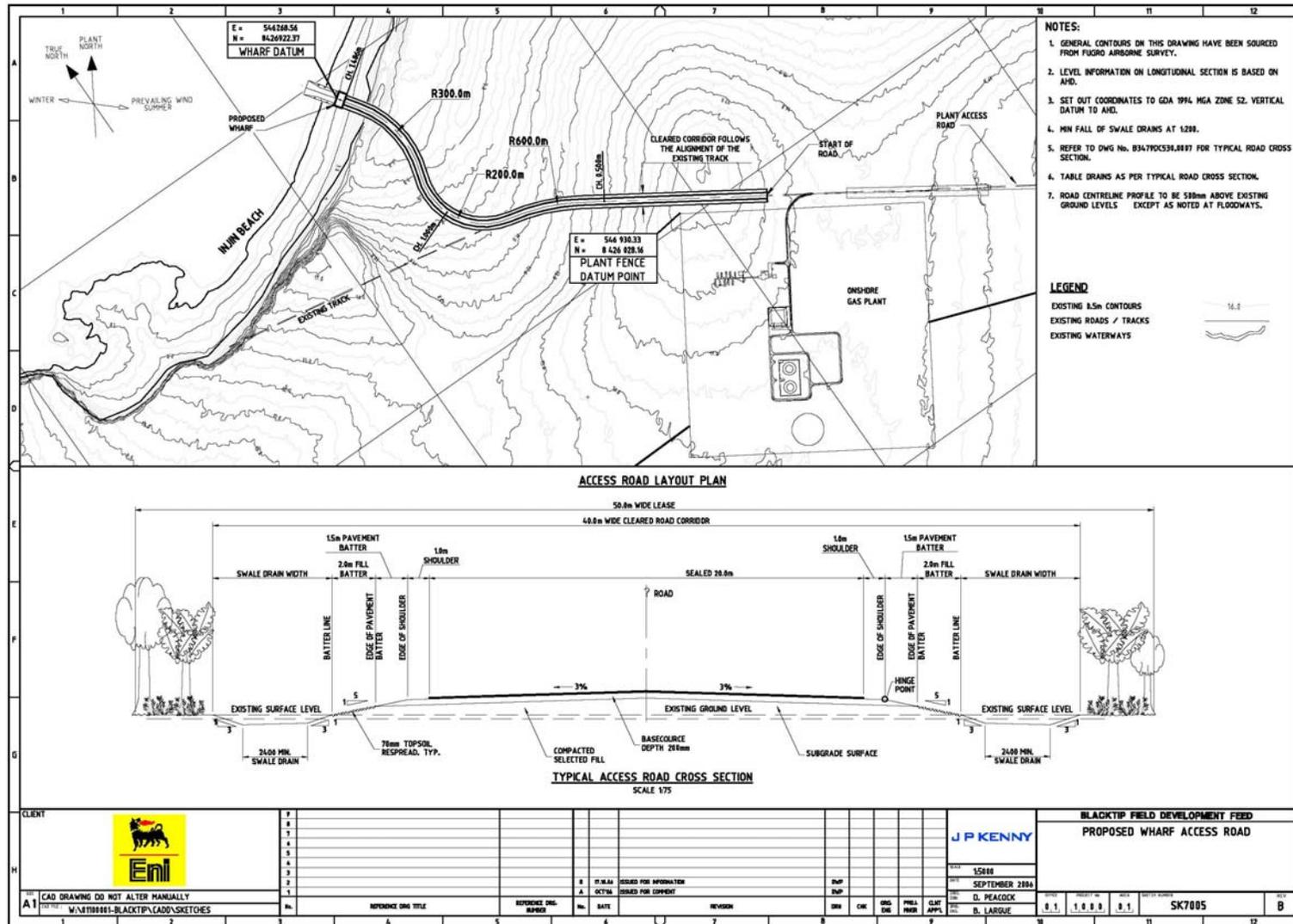




Figure 3 Vegetation communities in the vicinity of the Blacktip Project

