# Submission on Referral

## Provaris Energy Ltd – Tiwi H2 Project

This submission is made under regulation 53 of the Environment Protection Regulations 2020

**Government authority:** Department of Infrastructure, Planning and Logistics – Transport and Civil Services Division

| Section of Referral | Theme or issue | Comment |
|---|---|---|
| **Referral Report** | | |
| **Section 2.7.4** Key physical components - Aids to navigation<br><br>Section 5.4.2 Operations | **Theme:** People<br><br>**Factor:** Community and economy<br><br>**Objective:** Enhance the communities and the economy for the welfare, amenity and benefit of current and future generations of Territorians | The referral states:<br>• that six buoys (navigational aids) will need to be installed to ensure safe and reliable passage of the H2Neo ships across the Mermaid Shoal section<br>• shipping movements in the Apsley Channel will peak at 240 per year (one ship movement every 36 hours). Each fully loaded H2Neo ship would likely depart around 6 to 10 pm (end of the loading window for that day), and once departed out of the shipping channel, an empty H2Neo ship will enter Apsley Channel, and berth ready to commence loading by 6 am the following day (the start of the loading window for that day). Actual hourly, daily, and/or seasonal hydrogen production and loading rates from the Project may affect and alter this indicative shipping schedule.<br><br>With ship movements scheduled during night and day plus an anticipated 240 ship movements per year, more study is required to determine if more aids to navigation will be required for safety of navigation specific to H2NEO vessels. |
| **Section 5.4** Transport<br><br>**Section 5.4.1** Construction | | The referral states almost all the equipment, plant and materials required to construct this proposal will be shipped or barged in from Darwin or elsewhere. Existing roads will be used to access the Solar Precinct and Transmission Line Corridor from Port Melville.<br><br>Further information is required to assess marine transport risks within Darwin harbour including number of shipping movements, anticipated schedule etc. The proponent should liaise with Darwin Port on shipping movement within Darwin Harbour and storage on land within Port Area. The proponent should liaise with Regional Harbour Master for issuing notices to Mariners. |
| **Section 5.5** Workforce **5.5.1** Construction | | The referral states based on a staged construction approach, a peak construction workforce of ~500 people is estimated.<br><br>Further information is required to inform method of transportation for this number of workers to assess impacts if marine transport is to be utilised. Liaise with Port Darwin on shipping movement within Darwin Harbour and liaise with Regional Harbour Master for issuing notices to Mariners. |

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| **Section 6.3** Land use history | | DIPL TCSD is concerned with the co-location of fuels including hydrogen, woodchip stockpile, fuel tanks and fuel pipes.<br>Further information including risk assessment required to assess adequate separation and segregation from hydrogen, fuel farms / woodchip stockpiles particularly within export precinct and loading berths. New infrastructure on the berths must meet the international best practise and meet NT work safe requirements. |
| **Section 5.9** Waste requirements | | The referral states most waste for construction and operation will be shipped to Darwin especially solar panel replacement.<br>Further information is required to assess marine transport risks within Darwin harbour including number of shipping movements, anticipated schedule etc. |
| **Section 7** Consultation<br><br>**Section 11** References | | No stakeholder engagement has been undertaken with DIPL Transport and Civil Services, specifically Marine Safety NT. The Marine Safety Guide for Pleasure Craft Edition 9 was referenced.<br><br>Liaise with Marine Safety NT, DIPL on *Marine Safety Act* requirements. The referenced material is not applicable for the type of vessel outlined in the referral. |