Commitments Register

Table 28-1 presents the key commitments for the EAW expansion project.

Table 28-1 Commitments

No.	Commitment (Action)	Reference
1	**Infrastructure and Transport**	
1.1	Local traffic management measures will be implemented during construction to ensure that any traffic disruptions are kept to a minimum.	Chapter 5, Section 5.4
1.2	Existing stockpiling areas would be used as temporary work zones until the hardstand and MSB construction sites are developed sufficiently that they can be further utilised for construction activities, to minimise impacts to roads and road users.	
1.3	Stage construction of the rail loop section adjacent to the existing railway line to minimise the disruption to rail operations.	
2	**Geology, Landforms and Soils**	
2.1	A Soil Erosion and Drainage Management Plan would be prepared.	Chapter 6, Section 6.4
2.2	An ASS Management Plan would be prepared.	
2.3	Adequate OH&S measures for dealing with ASS soils will be incorporated into the Construction OH&S Plan.	
2.4	An Earthworks Plan (or separate Plans for the individual development areas) would be prepared that details cut and fill volumes, finished site levels, excavation or formation levels and specifications for fill materials.	
2.5	Specific site geotechnical land and marine investigations will be undertaken as required; the EIS Supplement will provide an update on any investigations undertaken.	
3	**Oceanic Process and Natural Features**	
3.1	Implement preventative actions as in the Dredge Management Plan and relevant EMPs	Chapter 8, Section 8.4
3.2	Review oceanographic processes, monitoring data and findings to determine need for corrective action	
3.3	Undertake annual reporting on results of monitoring of oceanographic processes	
3.4	The management of potential impacts on oceanographic processes will be in accordance with relevant standards.	
4	**Marine Water**	
4.1	The disturbance footprint will be minimised where possible within the constraints of infrastructure engineering and operability. Dredges will be equipped with navigational aids to ensure that dredging occurs within the specified dredging footprint.	Chapter 9, Section 9.4
4.2	A draft DMP has been prepared to address the impacts associated with dredging and dredge spoil disposal, including monitoring to protect environmental values (refer Appendix B). The DMP will be finalised following review through the EIS process and implemented during the construction period.	
4.3	Other sediment disturbing activities with a potential impact on water quality (e.g. pile driving, excavation and bund wall construction) will be addressed through the CEMP. This plan will contain similar provisions and monitoring requirements to the draft DMP with respect to water quality protection.	

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No.	Commitment (Action)	Reference
4.4	The EAW management plans will be amended as necessary to address any perceived additional risks associated with construction activities and subsequently with the operations of the expanded port.	Chapter 9, Section 9.4
4.5	DPC's oil spill preparedness (equipment and training) will be upgraded as necessary to address any increased risk identified.	
4.6	The EAW EMP will be upgraded as necessary to address any perceived additional risks associated with increased stormwater management and waste handling associated with construction activities and subsequently with expanded port operations.	
5	**Terrestrial Water**	
5.1	Mitigation and control measures would be implemented as required to ensure that relevant groundwater and surface water standards are met.	Chapter 10, Section 10.4
5.2	Interim measures for stormwater management will be integrated into the design of the drainage system for the proposed EAW extension.	
5.3	A surface and groundwater monitoring program would be implemented, which would be periodically reviewed for the number and frequency of analyses, and also amended in accordance with future operational environmental management plans.	
5.4	Groundwater and surface water monitoring performance would be reported to NRETAS annually.	
5.5	A drainage strategy is being developed for East Arm Wharf for existing and new areas. Existing areas will have management improved to further reduce contaminants that can enter the stormwater system, drainage will be altered to collect stormwater and various retention and treatment systems are to be installed to ensure stormwater discharged off the site will be of acceptable quality.This strategy identifies "management actions" to prevent contaminants finding their way into stormwater. This will be applied to new areas to ensure the design and daily operations minimise stormwater contamination. Final detailed design is to ensure such management actions can be undertaken and Environmental Management Plans and operational procedures will also be developed. Areas such as General Cargo will have Gross Pollutant Traps (GPT) that remove some heavier sediment, litter and oil. Whereas areas vulnerable to greater volumes of contaminants, or more difficult to capture contaminants (such as bulk minerals) will have sediment ponds. Stormwater discharges are also to be monitored to verify the systems in place are adequately treating stormwater to an acceptable standard. Stormwater found not to be of acceptable quality will have management actions reviewed and stormwater treatment infrastructure modified where required.	
6	**Air Quality**	
6.1	A CEMP would be detailed outlining the AQMP prior to construction.	Chapter 11, Section 11.4
6.2	Inspections of dust releases and associated control measures would be conducted on a regular basis.	
6.3	Vehicle movements on unsealed areas and roads would be kept to a minimum, to reduce dust releases from vehicle movements.	
6.4	Access roads would be sealed as soon as practicable after clearing, and access restricted to open cleared areas, to reduce dust releases from vehicle movements.	

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No.	Commitment (Action)	Reference
6.5	Water sprays would be used on open areas and stockpiles, water trucks would be utilised on access roads and open areas, and wheel washes would be used, as appropriate.	Chapter 11, Section 11.4
6.6	Where appropriate, a speed limit of 20 km/hr would be enforced for all vehicles onsite, to reduce dust releases from vehicle movements.	
6.7	All truck deliveries in and out of the construction area would have their loads covered to prevent dust releases.	
6.8	All stockpiled materials would be kept to a reasonable size and controlled via wet suppression and/or covers where deemed appropriate.	
6.9	Multiple handling of construction materials would be avoided where possible.	
6.10	A vehicle inspection and maintenance program for all on site construction vehicles would be implemented and adhered to.	
7	**Greenhouse Gas Emissions**	
7.1	A CEMP would be developed incorporating greenhouse gas saving initiates using mechanisms described within the GHG assessment (e.g. regular vehicle engine inspections)	Chapter 12, Section 12.4
8	**Marine Noise**	
8.1	Prior to the commencement of any marine noise-intensive activity, a marine fauna exclusion zone extending 500 m in all seaward directions from the noise source would be established.	Chapter 13, Section 13.11
8.2	Standard Operating Procedures (SOPs) would be implemented within the marine fauna exclusion zone to protect any important marine fauna species from the impacts of marine noise.	
9	**Terrestrial Noise**	
9.1	The CEMP to be developed prior to construction would include a Construction Noise Environmental Management Plan (CNEMP).	Chapter 14, Section 14.7
9.2	Noise monitoring will be carried out in accordance with the requirements of the NSW Industrial Noise Policy (EPA 2000) and AS1055:1997 Acoustics – Description and Measurement of Environmental Noise.	
9.3	The project will implement corrective action resulting from complaints investigations as required.	
9.4	The project will investigate all substantiated noise and vibration related complaints.	
10	**Marine Ecology**	
10.1	A Draft DMP has been prepared to address the impacts associated with dredging and dredge spoil disposal, including monitoring to protect environmental values (refer Appendix B). The DMP will be finalised following review through the EIS process and implemented by DPC during the construction period.	Chapter 15, Section 15.6
10.2	A marine pest monitoring program has been established for Darwin Harbour by NRETAS. Discussions will be held with NRETAS to determine the appropriate course of action, in particular on whether the existing program sufficiently covers EAW, or if additional monitoring is required by the EAW Expansion Project. The monitoring program will be included in the CEMP.	
11	**Terrestrial Ecology**	
11.1	Minimise areas of disturbance	Chapter 16, Section 16.5
11.2	Clearing of vegetation for construction and operational activities associated with the proposed expansion of EAW will be undertaken in accordance with the NRETAS Land Clearing Guidelines (NRETAS	

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No.	Commitment (Action)	Reference
11.3	Management of the local populations of Cycas armstrongii will consider the requirements of the NT TPWC Act 2000 and the management program for Cycads in the Northern Territory (Liddle	Chapter 16, Section 16.5
11.4	Measures will be taken to minimise potential impacts on migratory shorebirds and their habitats, such as minimise the area of mangrove, salt pan/saline flats and tidal mudflat areas disturbed for any works or reclamation inclusion of buffer zones to significant habitats controls on sedimentation or other impacts that may impact shorebird feeding sites controls on activities or facilities that might disturb feeding and roosting birds (e.g. noise, nocturnal lighting) undertake significant works in the vicinity of areas where migratory shorebirds inhabit in the dry season when most northern hemisphere migrants are absent (May – August).	
11.5	Protection of high tide roost sites and the provision of additional high tide roost sites where possible.	
11.6	Restrict access to public and animals (dogs) and controlling feral animals (cats, cane toads) and weeds in the vicinity of areas where migratory shorebirds roost and feed.	
11.7	Ensure that areas that are disturbed during construction activities or no longer required will be progressively rehabilitated with due consideration of the requirements of fauna species that will potentially recolonise these areas. (In relation to this commitment it is noted that dredge spoil ponds have become locally significant habitat for migratory and wetland birds, and represent the most significant high tide roost for migratory shorebirds in the East Arm area.	
11.8	Continued monitoring of shorebirds, and expansion of the existing program to include the western component of Area 1.	
11.9	Implement controls to ensure that no cane toad breeding habitats are created during or following construction (e.g. small, still ponded freshwater or brackish areas).	
12	**Visual Amenity**	
12.1	The proposed development will be screened from the surrounding area as much as is practicable.	Chapter 17, Section 17.4
12.2	Measures will be adopted during construction and operation of the proposed development to limit dust generation.	
13	**Historical and Cultural Heritage Values**	
13.1	Indigenous Site 1 (shell midden and artefact scatter) adjacent to the rail loop would be avoided as much as is practicable. If disturbance cannot be avoided, the site will be studied, documented and recorded prior to disturbance.	Chapter 18, Section 18.13
13.2	The unknown shipwreck site to the south-west of the rail loop would be avoided as much as is practicable. If disturbance cannot be avoided, the site will be studied, documented and recorded prior to disturbance.	
13.3	The CEMP and EMP for the proposed development will refer to the heritage sites identified by the historic and cultural heritage sites.	

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No.	Commitment (Action)	Reference
14	**Biting Insects**	
14.1	Advise all workers that pest and disease-carrying mosquito species may be periodically present at the wharf.	Chapter 19, Section 19.5
14.2	Provide advice on appropriate personal protection measures and ensure appropriate personal protection equipment is available, in accordance with guidelines developed by the Medical Entomology Branch of the Department of Health. .	
14.3	Ensure that the construction and operational activities associated with the proposed expansion of EAW will be undertaken in accordance with the guidelines developed by the Medical Entomology Branch of the Department of Health and the recommendations included in this Draft EIS. Wherever possible the Proponent will seek to identify opportunities to rectify existing mosquito breeding sites as part of the proposed development.	
14.4	Ensure that Landholders regularly inspect sites to identify areas requiring rectification and maintain stormwater drains and sediment ponds to prevent mosquito breeding. Any insecticide control programs will be funded by the relevant landholders and subject to ongoing evaluation to determine if insecticide resistance is occurring.	
14.5	Ensure that Landholders regularly inspect rainwater tanks and sites for unwanted artificial receptacles that could act as breeding sites for exotic dengue carrying mosquitoes. Any receptacle that has the potential to pond water should be appropriately disposed of, stored under cover away from rain, fitted with drainage holes or treated with an appropriate larvicide, to prevent endemic mosquito breeding.	
14.6	Ensure that where possible larger lots that are free of vegetation will be recommended adjacent to the mangroves, to provide a buffer to minimise the number of people working in the worst areas for biting midges. Activities such as storage will be promoted in these areas.	
14.7	Ensure that all lots will include a notification on titles mentioning the high biting midge pest problems that occur at the East Arm Port Area and adjacent areas between the wharf and Hudson Creek east of Berrimah Rd	
15	**Fire**	
15.1	An updated FMP for the EAW precinct will be prepared prior to construction commencing.	Chapter 21, Section 21.10
15.2	Managing onsite vegetation and waste to limit fuel loads.	
15.3	Fire fighting equipment will be available on site at all times, in accordance with relevant regulations.	
15.4	Cigarette butt receptacles will be provided at designated smoking areas.	
15.5	Adequate water storage facilities (at least 54,000 L) will be made available to meet fire prevention requirements (where main water supply is not available).	
15.6	Emergency alarms will be installed in accordance with the relevant regulations.	
15.7	Inductions will include emergency preparedness and response, and periodic emergency evacuation and response exercises will be undertaken.	
15.8	All site vehicles will be equipped with a compatible and appropriately sized fire extinguisher.	
15.9	All operators will to store all flammable or combustible liquids in accordance with Australian Standards.	
15.10	Fire breaks and emergency fire access tracks will be maintained.	
15.11	Review of the EAW FMP annually.	

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No.	Commitment (Action)	Reference
15.12	A site-specific FMP will be prepared for each project component. Each FMP will include monitoring and reporting requirements.	Chapter 21, Section 21.10
16	**Waste, Hazardous Material and Environmental Nuisance**	
16.1	The construction contractor/s responsible for of each project component will be required to prepare a CEMP for each component/s.	Chapter 22, Section 22.4
16.2	The operator of each component of the EAW expansion will prepare an operational EMP specific to that component prior to the new component operating at the wharf.	
16.3	Waste receptacles will allow separation and recycling of materials.	
16.4	Quarantine waste will be managed in accordance with AQIS requirements.	
16.5	Manage general waste to prevent litter, odour and pest infestations.	
16.6	A CWMP will be developed	
16.7	Site specific EMPs will address waste management measures for each facility.	
16.8	All solid waste generated during construction and operation of the proposed development will be disposed of at a licensed waste disposal facility.	
16.9	Each construction laydown will have a dedicated storage area for fuels, lubricants, and small quantities of other hazardous materials.	
16.10	Security fencing and lockable doors will be installed at the MSB and barge ramp hardstand to prevent misuse of any goods and materials stored within.	
16.11	The MSB fuel supply area and barge ramp hardstand will be paved, bunded, and graded away from the harbour to an oil separator.	
16.12	MSB refuelling and rig tender sewage transfer infrastructure will be covered and bunded.	
16.13	Appropriate spill management equipment will be placed at readily accessible areas as part of emergency response measures.	
17	**Social Environment**	
17.1	Promote local content, revenue generation and skills development, as well as participation by indigenous people in the project, in the construction contracts for the project.	Chapter 23, Section 23.4
17.2	Work with other government agencies to ensure that their planning is informed by EAW activities.	
17.3	Ensure that the main EPC contractors develop a strategy to minimise impact on existing housing stock.	
17.4	Ensure that contractors and then operations include management measures for community health and safety.	
17.5	Inform communities about avoidance of environmental impacts, and environmental mitigation activities.	
17.6	Monitor and respond to community concerns about the project and operations, and implement corrective action resulting from outcomes of investigation of community concerns.	