



Viva Energy Gas Terminal Project

Supplementary Statement
Summary Document

Acknowledgement of Country

Viva Energy acknowledges and pays respect to the past, present and future Traditional Custodians and Elders of this nation and the continuation of cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander peoples. We particularly pay respects to the Traditional Custodians of the land, on which we conduct business here in Geelong, the Wadawurrung peoples of the Kulin Nation.

We also acknowledge our gratitude that we share this land today, our sorrow for the costs of that sharing and our hope and belief that we can move to a place of equity, justice and partnership together.

This document provides an overview of the Viva Energy Gas Terminal Project Supplementary Statement.

This document provides a non-technical summary of the project, the Supplementary Statement process and the structure of the Supplementary Statement. It also includes information on the public exhibition process and how interested parties can make a written submission on the Supplementary Statement. For detailed technical information on the project and to understand matters of interest, please refer to the Supplementary Statement chapters and technical reports before making a submission.



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- An aerial photograph of a coastal city, likely Auckland, New Zealand, showing a large harbor with a long pier and several ships. The city buildings and greenery are visible in the background under a clear sky.

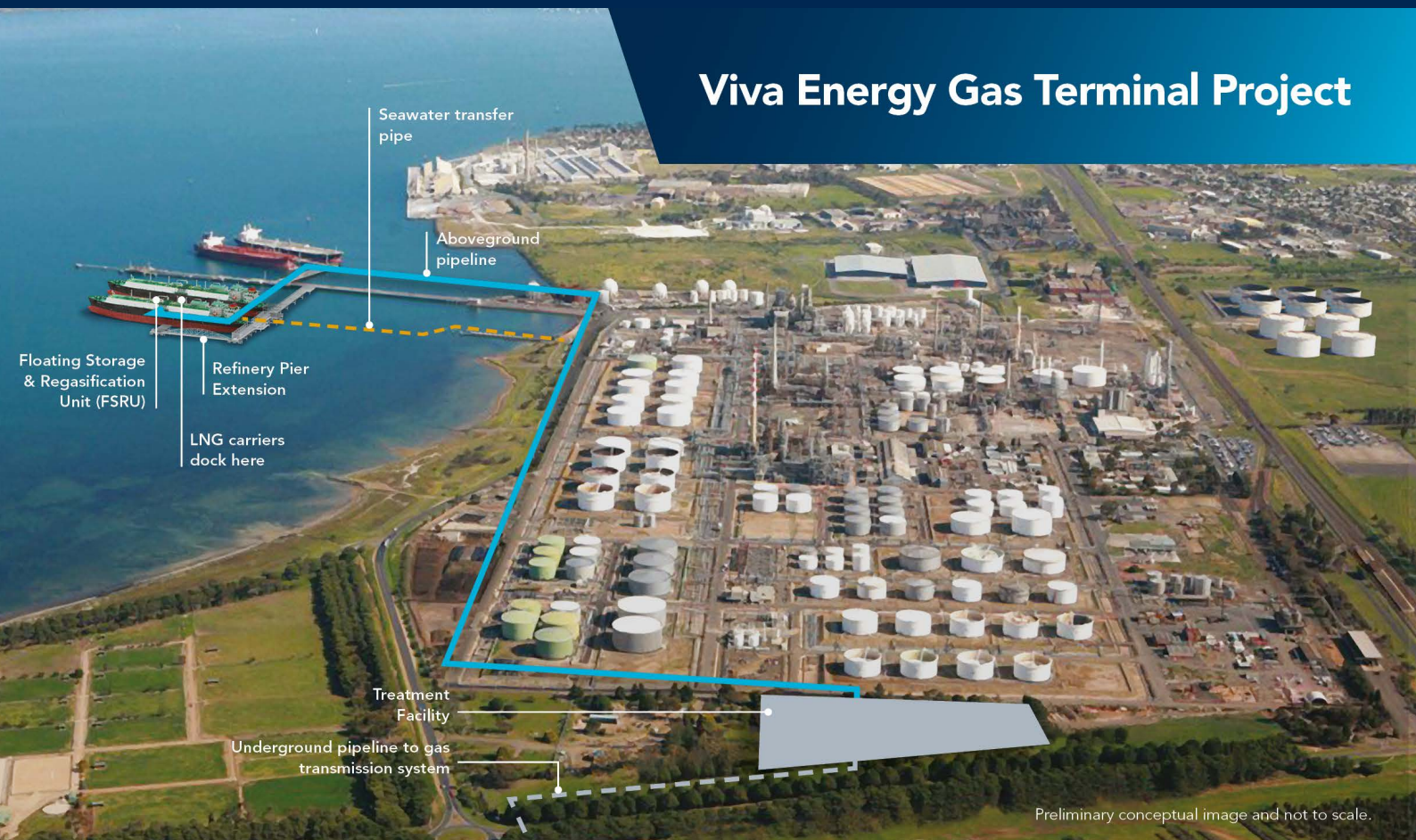
The Viva Energy Gas Terminal Project

Viva Energy Gas Australia Pty Ltd (Viva Energy) is proposed to develop a floating gas terminal using a ship known as a Floating Storage Regasification Unit (FSRU) at Refinery Pier in Corio Bay, adjacent to Viva Energy's Geelong refinery.

The Viva Energy Gas Terminal Project (the project) would introduce the infrastructure required to deliver a new source of natural gas supply to the south-eastern Australian gas market where there are projected seasonal and structural supply shortfalls expected in coming years. A decline in the production of gas from sources such as Bass Strait, the significant distance to Victoria from northern Australian gas reserves and resources and the inability for existing pipeline infrastructure to deliver this northern gas south is predicted to result in a gas shortage for the southern Australian domestic market. Victoria will increasingly require new sources or alternate ways to supply the gas that is needed to meet peak and/or seasonal demands. The project would provide a timely and flexible option for short and long-term energy supply by providing a secure and stable source of gas. The project is anticipated to operate for approximately 20 years.

The project comprises the following components:

- **Extension of the existing Refinery Pier** – a new pier arm, new berth and ancillary pier infrastructure.
- **The FSRU** continuously moored at the new Refinery Pier berth, which would receive liquefied natural gas (LNG) from visiting LNG carriers, store and convert the LNG into natural gas to deliver to the Victorian economy.
- **A treatment facility** located within the Geelong refinery site to check that the gas meets transmission network standards, where odorant and nitrogen (when required) is added.
- **A pipeline** to transfer the gas from the FSRU to the South West Pipeline (SWP) connection point at Lara, comprising a 3km aboveground section on the pier and within the refinery site and a 4km underground section.



Viva Energy Gas Terminal Project



1.1 About Viva Energy

Viva Energy is proudly one of the largest suppliers of liquid fuels and lubricants to the Australian market, supplying approximately 25 percent of the country's liquid fuel demands, and over 50 percent of Victoria's requirements.

Viva Energy's Geelong refinery is one of Australia's last two oil refineries and is classified as critical infrastructure under both Victorian and Federal legislation. Viva Energy also owns and operates the largest retail service station network across Australia. Viva Energy is a major employer with over 14,000 team members across the country and, through our operations, a substantial contributor to the Australian economy.

The Geelong refinery is one of Viva Energy's largest operations, employing more than 900 people. The refinery and associated operations have been part of the local Geelong community since 1954 and supplies more than half of Victoria's fuel needs and injects more than \$250 million each year into the local economy through wages and services.

1.2 Project background

In June 2020, Viva Energy announced its vision to transform its Geelong refinery into an Energy Hub. The Geelong Energy Hub would continue to deliver energy security for the country as well as support the company's ambition to play a role in the energy transition currently underway in the Australian economy, while helping to underpin the future viability of the critical refinery infrastructure.

The broader Energy Hub vision could see the site taking a leading role in supplying liquid fuels and gas as well as supporting the development of other alternative energy solutions. Importantly, diversification of the Geelong refinery site would protect local jobs, generate new jobs and skills, and support economic development for the region.

1.2.1 Project need

Gas plays a critical role in the Australian economy. It is an important component of our energy system

and is widely used in residential, business and industrial applications and in power generation.

The production and use of gas is a significant contributor to Australia's greenhouse gas emissions, however, reducing emissions while balancing energy security through the transition to renewable energy presents an ongoing challenge.

In all energy transition scenarios, projections indicate that there will be continued gas use to 2050 and beyond.

In Victoria, additional sources of affordable gas will be essential to support the transition to a net zero emissions future and more flexible gas infrastructure will be required to increase the resilience of the energy system and to keep costs down.

Victorian gas production from legacy fields such as Bass Strait's Gippsland Basin is in decline and the state is becoming increasingly reliant on gas from northern states. However, constrained pipeline capacity from Queensland means southern Australian gas shortfalls will emerge in coming years unless there is a new source of gas supply.

The Australian Energy Market Operator (AEMO) is forecasting risks of gas shortfalls on extreme peak demand days from 2025 and the potential for small seasonal supply gaps from 2026, predominantly in southern Australia, ahead of annual supply gaps that will require new sources of supply from 2028.

The Australian Government (Future Gas Strategy, 2024), AEMO (Gas Statement of Opportunities, 2024) and the Australian Competition and Consumer Commission (ACCC) (Gas Inquiry 2017-2030, 2024 interim report) all recognise the potential for LNG import terminals to fill the forecast supply gaps.

"Without the development of new gas fields, pipelines and potentially LNG import terminals, or without a significant reduction in demand, the east coast will experience sustained gas shortfalls," the ACCC says.

Reducing the ability for the state to be adequately supplied with gas without also sufficiently reducing demand would have significant adverse impacts on the economy and on our lifestyle.

The Future Gas Strategy highlights that reducing supply would put upward pressure on prices across the economy which could lead to business closures and shortages of consumer goods and services.

Without the gas supply to support gas-fired power generation, the electricity grid would be unable to cope with peak electricity demands.

The proposed Viva Energy Gas Terminal offers:

- The shortest timeframe to develop a project with the potential to provide the required gas supply by the winter of 2028.
- A more cost-effective supply of gas compared to transporting gas long distances via new pipelines that would be required in the network.
- Proximity to Melbourne where the gas is needed most.
- Additional capacity for the Victorian Transmission System (VTS) without the need to upgrade the SWP.
- The capacity to import gas from both Australian and international sources as a way of potentially improving competition within the market, particularly as international LNG prices are expected to ease in coming years as supply from the United States and Qatar increases.
- The ability for the FSRU to depart from its mooring when it is no longer needed, leaving minimal remaining infrastructure.

1.2.2 Project setting and benefits

The Geelong refinery supplies approximately half of Victoria's liquid fuel energy needs, facilitating the import and export of bulk liquid fuels with over 200 shipping movements per year through the Port of Geelong shipping channel. Having been part of the Geelong community since 1954, the Geelong refinery has a long history of co-existing with its neighbours and investing in the local community, which will continue as it transforms into the Viva Energy Hub.

The Geelong refinery and Port of Geelong provide an ideal setting for the project, with close access to Victoria's gas transmission network and major gas demand centres. This location also offers significant opportunity to minimise potential environmental effects and utilise the attributes of the industrialised port and refinery setting. There would be no disturbance to Ramsar wetlands.

A key environmental benefit of co-location of the project with the refinery is the proposed reuse of seawater used for the FSRU in the refinery's cooling water system. This reuse would result in no change

to the total volume of seawater extracted from Corio Bay, no change to the volume of water discharged from the refinery, no change in residual chlorine levels and an improvement in the temperature of the discharge compared to the existing refinery discharge.

The co-location of the project with the Geelong refinery and use of existing disturbed pipeline corridors where possible means the project would have minimal impact on native vegetation. Being close to Victoria's gas transmission network means only a short gas transmission pipeline (approximately 7km is required. Of this, approximately 3km are on the pier or within refinery land, resulting in few impacts to landholders.

1.3 Project description

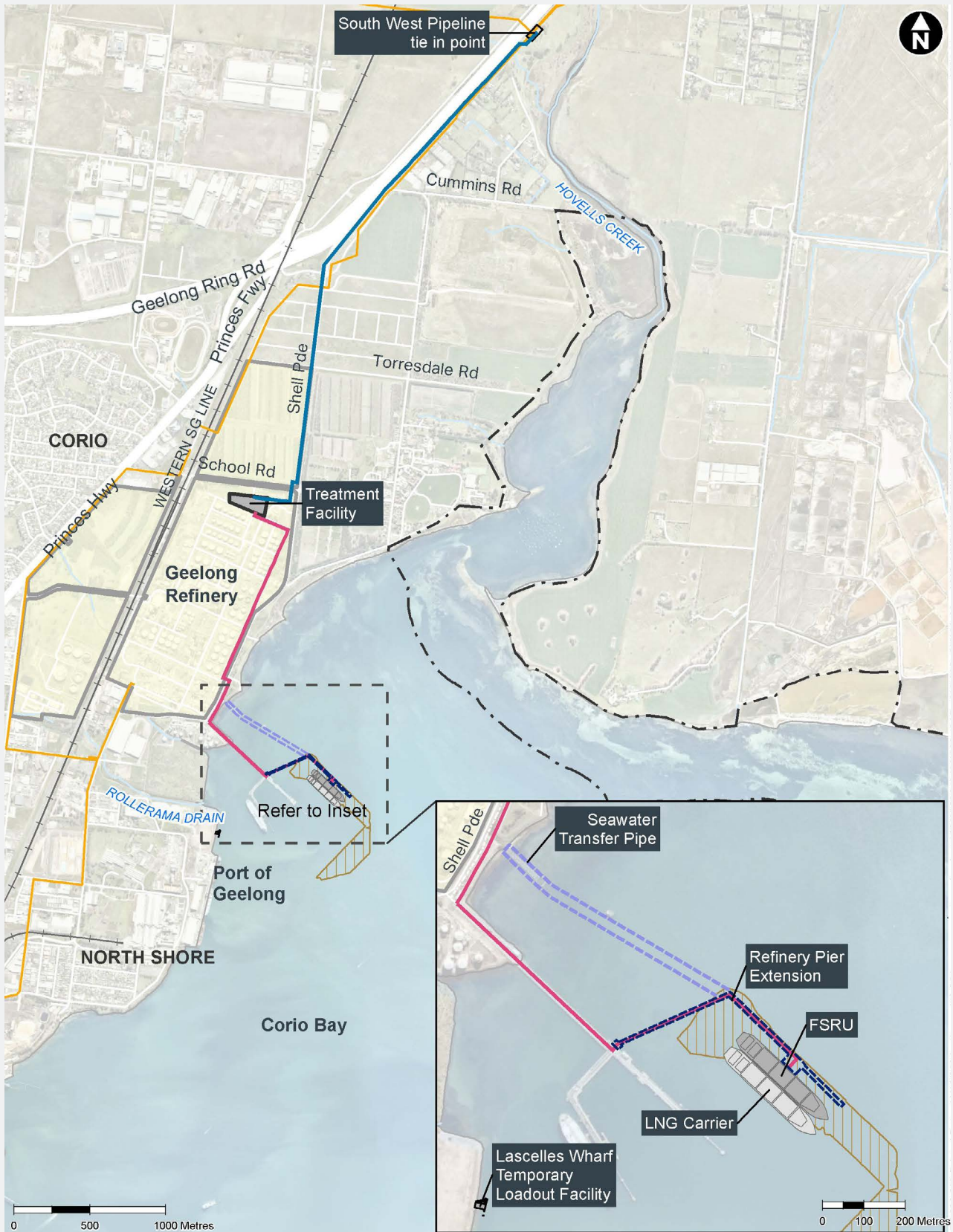
Construction and commissioning of the project is estimated to take up to 18 months. The project is anticipated to operate for approximately 20 years.

1.3.1 Construction

The key construction works for the project include:

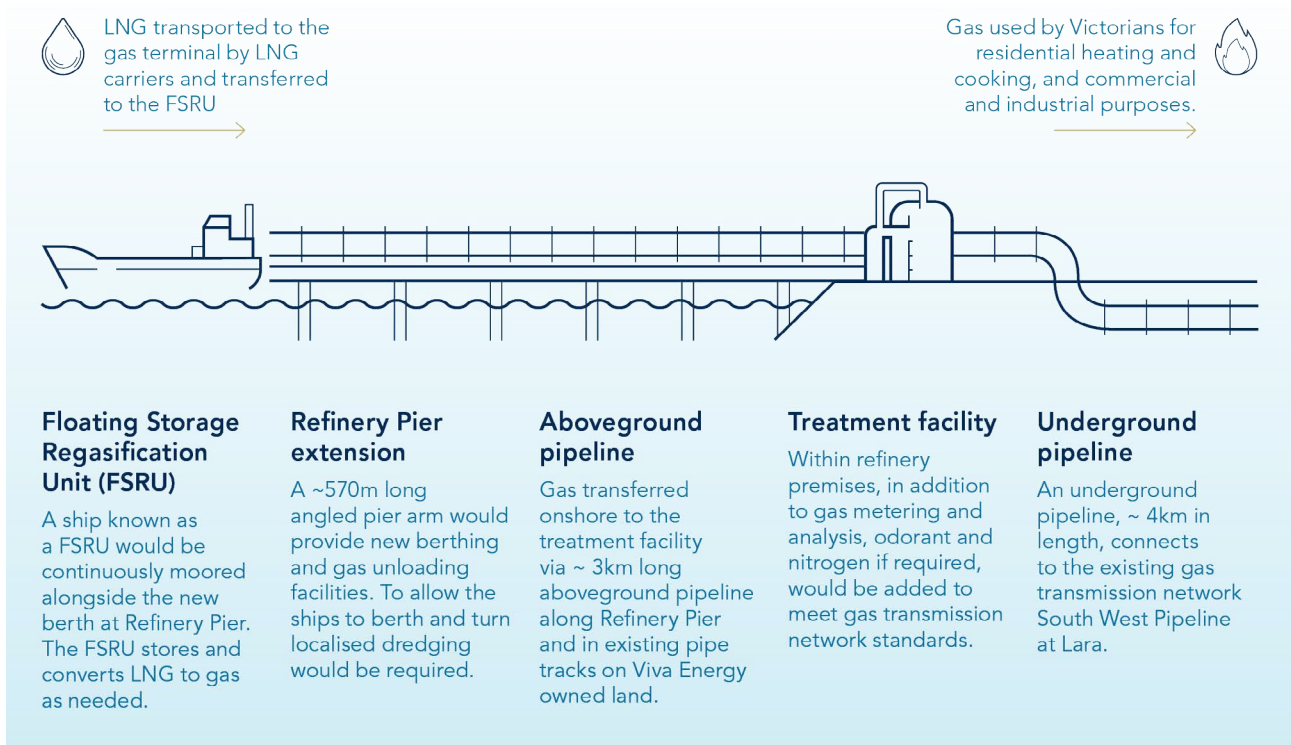
- Localised dredging of seabed sediment at Refinery Pier to allow sufficient depth for the new berth pocket and for visiting LNG carriers to turn.
- Excavation of a shallow trench in the seabed for the seawater transfer pipe from the pier to the refinery seawater intake.
- Construction of a temporary loadout facility at Lascelles Wharf.
- Construction of the Refinery Pier extension and supporting infrastructure.
- Installation of the gas pipeline and the treatment facility within the refinery boundary.
- Trenching and installation of the underground gas transmission pipeline, connecting to the SWP at Lara.

There are no construction activities required for the FSRU component of the project. The vessel would be built, commissioned and all production and safety systems verified prior to being brought to site.



- Aboveground Pipeline
- Underground Pipeline
- - - Seawater Transfer Pipe
- - - Refinery Pier Extension
- Dredged Area
- South West Pipeline
- Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar Site
- Viva Energy Owned Land
- + Rail





1.3.2 Operation

The project would operate 24 hours a day, 7 days a week, in line with the refinery’s existing hours of operation.

LNG would be delivered to the FSRU at the newly constructed Refinery Pier No. 5 from external suppliers. Up to 45 LNG carriers would visit the gas terminal annually to deliver LNG, depending on the LNG carriers’ storage capacity and gas demand. Gas demand is typically higher during the winter months when gas is required for heating.

The LNG carrier would moor alongside the FSRU with the assistance of tugboats and transfer their LNG cargo into the FSRU. Once the transfer of LNG is complete, the LNG carrier would depart from the berth with the assistance of the tugboats and leave the port.

The FSRU stores LNG in a liquid state at very low temperatures (approximately -160°C).

When gas is needed, the FSRU would convert the LNG from a liquid state into a gaseous state using seawater as a heating medium. This process is known as ‘regasification’. The gas would then be transferred into the aboveground pipeline on the pier through the refinery to the treatment facility, where odorant and nitrogen would be added, where required, to meet transmission network gas quality standards. Nitrogen injection would occur when any given gas cargo needs to be adjusted (diluted) to meet local specifications. Odorant is added as a safety requirement so that the normally odourless gas can be smelt when in use. From the treatment facility, the underground section of the pipeline would transfer the gas into the Victorian gas network (via the SWP) at Lara.



Project assessment

What is a Supplementary Statement?

A Supplementary Statement describes additional information on a project and its environmental effects that the Minister considers necessary for making an assessment as to whether the project is considered acceptable or otherwise in terms of potential environmental effect under the *Environment Effects Act 1978*. The Supplementary Statement, together with the original EES, informs regulatory authorities on whether or not the project should proceed and if so, under what conditions.



2.1 Requirement for a Supplementary Statement

On 28 December 2020, the Minister for Planning issued a decision determining that an Environment Effects Statement (EES) was required for the project under the Environment Effects Act 1978 ('Environment Effects Act') due to the potential for a range of environmental effects. An EES including 16 Technical Reports addressing the potential environmental effects of the project was prepared for public exhibition together with associated approvals applications. The EES was publicly exhibited from 28 February to 11 April 2022.

The Minister for Planning appointed an Inquiry and Advisory Committee (IAC) to advise on the project, EES, draft Planning Scheme Amendment, the Development Licence applications and the Pipeline Licence application. The IAC conducted a public hearing from 20 June to 8 August 2022 and submitted its report to the Minister for Planning on 5 October 2022.

On 6 March 2023, the Minister for Planning directed that a Supplementary Statement was required for the project in accordance with sections 5 and 8C(2) of the Environment Effects Act, before the Minister could complete the assessment of the project's environmental effects for consideration by statutory decision makers.

The procedures and requirements that apply to the Supplementary Statement process were published in the Minister's Directions. Read more about the Supplementary Statement process for the project at <https://www.planning.vic.gov.au/environmental-assessments/browse-projects/viva-energy-gas-terminal>. The main steps in the Supplementary Statement process within the broader assessment and approvals framework for the project are shown in the figure below.

EES process and statutory approvals

Commonwealth Environment Protection and Biodiversity Conservation Act

The project is referred to the Minister for the Environment

Minister for the Environment determines the project is a 'controlled action'

Victorian Environment Effects Act

The project is referred to the Minister for Planning

Minister for Planning determines that an EES is required and establishes Technical Reference Group

Minister for Planning sets scoping requirements

Studies are undertaken and EES is prepared in response to the scoping requirements

The EES is submitted to the Minister for Planning who invites public comment

Independent inquiry considers EES and public submissions

Consultation

Early – Mid 2021
Exhibition of draft scoping requirements is an opportunity for the public to make formal submissions on the scope of EES studies

Mid – Late 2021
Informal opportunity for public input to studies and feedback on the project through information sessions, website, social media

Early 2022
Exhibition of EES and approvals applications is an opportunity for the public to make formal submissions on the project

Mid 2022
The inquiry is an opportunity for submitters to be heard through formal hearing process

Supplementary Statement Process

Minister for Planning's Directions

Establishment of a Technical Reference Group

Preparation of the Supplementary Statement

The Supplementary Statement is submitted to the Minister for Planning who invites public comment

Independent inquiry considers Supplementary Statement and public submissions

Mid 2023 - Late 2024
Informal opportunity for public input to the supplementary studies through information sessions, website, social media

Exhibition of Supplementary Statement is an opportunity for the public to make formal submissions on the supplementary studies

The inquiry is an opportunity for submitters to be heard through formal hearing process

Minister for the Environment considers the Minister for Planning's Assessment to inform approval decision

Minister for Planning's Assessment

Project approval decision makers consider the Minister for Planning's Assessment to inform approval decisions

Key Approvals

Minister for the Environment makes decision considering Minister for Planning's Assessment

Consent <i>Marine and Coastal Act 2018</i>	CHMP <i>Aboriginal Heritage Act 2006</i>
Development Licences <i>Environment Protection Act 2017</i>	Safety Case <i>Gas Safety Act 1997</i> <i>Pipelines Act 2005</i>
Planning Scheme Amendment <i>Planning and Environment Act 1987</i>	Safety Case for a Major Hazard Facility <i>Occupational Health and Safety Act 2004</i>
Pipeline Licence <i>Pipelines Act 2005</i>	

2.2 Approach to the Supplementary Statement

The Supplementary Statement has addressed the additional information requested by the Minister for Planning on the project's EES in accordance with the Minister's Directions and the consolidated recommendations of the IAC for further work. The consolidated recommendations for further work in the areas of marine environment, noise, air quality and Aboriginal cultural heritage are presented in **Table 1** below.

Table 1 IAC consolidated recommendations for further work

Recommendation	Further work to be undertaken
Marine environment	
1	<p>Undertake further survey work to better establish the existing environment and the impacts of existing wastewater discharges from the refinery to enable better understanding of project impacts. The survey work should:</p> <ol style="list-style-type: none"> Cover intertidal, littoral and subtidal habitats that could potentially be affected by the project including the Ramsar site Update seagrass mapping to include the intertidal zone and information on the different seagrass species Be carried out over a period of at least 12 months before construction or dredging starts, with a minimum of four sampling runs (one in each season) to address seasonal variability Establish a better baseline for monitoring during and after the project to confirm predicted outcomes on shoreline and benthic communities, including seagrasses and macroalgae.
2	<p>Refine the calibration of the regional hydrodynamic model so that it more accurately reproduces observed water levels, currents, tidal range and tidal exchange in Corio Bay. Consider:</p> <ol style="list-style-type: none"> The selection of the most appropriate wind data More detailed horizontal resolution to represent the Hopetoun and North Channels more accurately More detailed vertical resolution to represent discharge plumes in shallow waters more accurately The effects of the presence of the FSRU currents Peer review of the model calibration.
3	<p>Re-run the wastewater discharge modelling with revised inputs based on the refined hydrodynamic model. Consider:</p> <ol style="list-style-type: none"> Revising the nearfield modelling of discharges from the diffuser to address the matters raised by Dr McCowan in his written evidence (D75) The IAC's recommended default guideline values for chlorine discharges (7.2 microgram per litre in Corio Bay generally, including the project area, 2.2 microgram per litre at the Ramsar site).
4	<p>Consider undertaking further targeted investigations into the effects of existing chlorine discharges from the refinery to confirm likely project impacts resulting from chlorination by-products, including measurement of chlorination by-product concentrations in:</p> <ol style="list-style-type: none"> Seawater Biota that have high susceptibility to contamination.

Recommendation	Further work to be undertaken
5	Re-run the entrainment modelling with revised inputs based on the refined hydrodynamic model.
6	Re-run the sediment transport modelling with revised inputs based on the refined hydrodynamic model. Consider including a 'worst case' scenario for sediment fractions and settling rates which includes the largest expected proportions of fine and very fine materials that have the slowest expected settling velocities.
7	Undertake further assessment of dredging impacts on seagrass based on: <ul style="list-style-type: none"> a. The revised sediment transport modelling b. Revised light thresholds of 10 percent to 20 percent surface irradiance (20 percent surface irradiance should be applied to any sediment plumes that extend to the Port Phillip Bay (western shoreline) and Bellarine Peninsula Ramsar Site) c. The updated seagrass mapping (Rec. 1b).
8	Confirm the EES conclusion that dredging will not impact the Ramsar site after considering: <ul style="list-style-type: none"> a. The revised marine modelling b. The revised assessment of impacts on seagrass.
9	Undertake further assessment of impacts on threatened and migratory bird species by: <ul style="list-style-type: none"> a. Establishing a complete list of threatened and migratory bird species that could potentially be affected by the project (and consider including the black swan). b. Having the list peer reviewed. c. Undertaking further analysis of the targeted shorebird surveys, to determine whether the surveyed sites individually or collectively support enough individuals of any particular migratory bird species to be an important site for that species in Australia or the East Asian-Australasian Flyway. d. Considering the revised marine modelling.
Noise	
10	Undertake the further assessment of noise impacts set out in mitigation measure MM-NV05.
Air quality	
11	Undertake sensitivity testing on the air quality modelling to confirm that operational impacts on air quality would be acceptable. Consider: <ul style="list-style-type: none"> a. The significance of the wake effects of the FSRU b. A 'worst case' scenario for air emissions (but based on the use of best available technology) c. The implications of bubble limits and stack specific limits for sensitive receptors.
Aboriginal cultural heritage	
12	Undertake a cultural values assessment to identify intangible values relevant to the project (both onshore and offshore in Corio Bay) and an underwater Aboriginal cultural archaeological assessment for the proposed dredging areas to inform an updated cultural heritage management plan. Review and update the mitigation measures and incorporated document to include any necessary changes to implement the updated cultural heritage management plan when approved.

2.2.1 Supplementary Statement structure

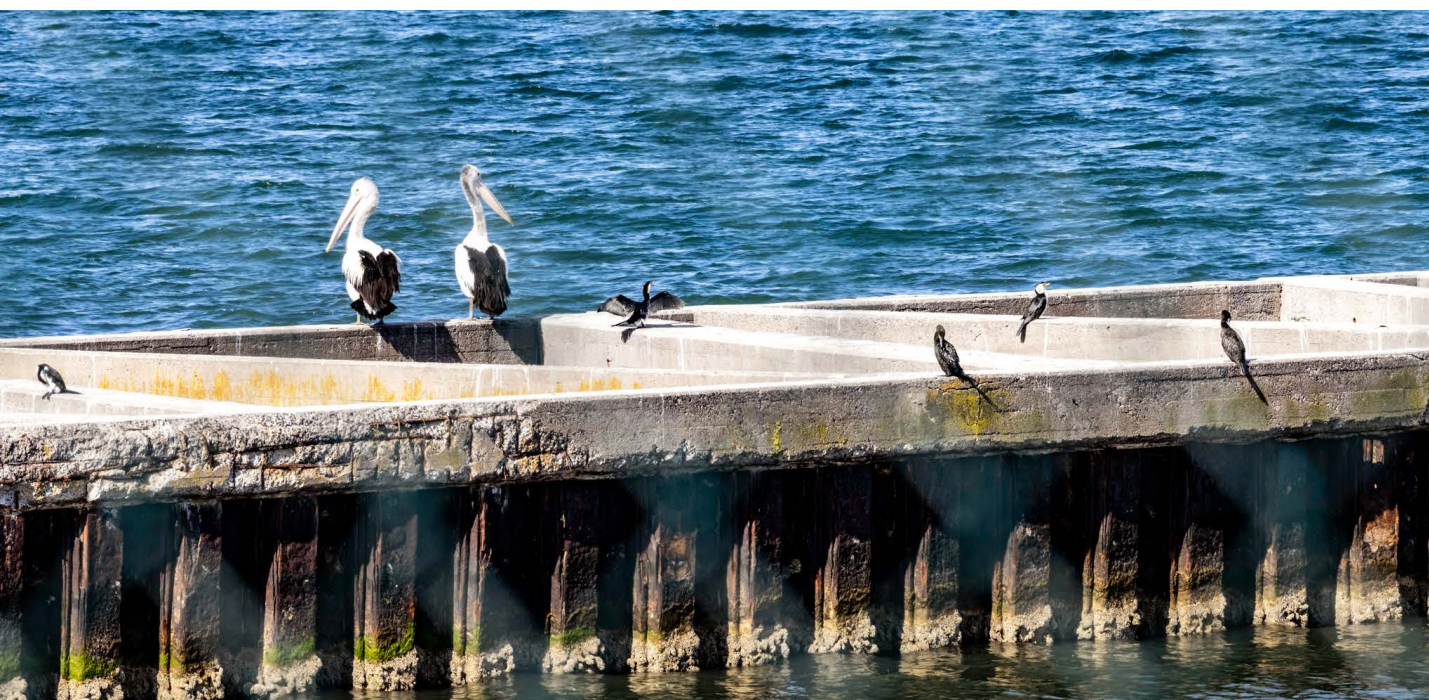
The Supplementary Statement describes the further work undertaken to address the Minister's Directions and completes a consolidated assessment with respect to the marine environment, noise, air quality and Aboriginal cultural heritage.

A significant body of work was completed to assess all the project's potential environmental impacts as part of the original EES. As such, the further work undertaken in the Supplementary Statement references the original EES where necessary. The original EES has separately been made available for reference purposes only.

The structure of the Supplementary Statement is similar to that of the original EES. The Supplementary Statement main report is made up of 10 supplementary chapters and is accompanied by 5 supplementary technical reports and three supplementary attachments. The structure of the Supplementary Statement is shown in the figure below.

Details of each of the supplementary chapters are as follows:

- Chapter 1: Introduction introduces the project background, setting and history.
- Chapter 2 Stakeholder and community engagement details the consultation and engagement activities undertaken for the project Supplementary Statement and key issues raised.
- Chapter 3: Marine environment summarises the assessments undertaken in response to Recommendations 1 to 8.
- Chapter 4: Threatened and migratory birds summarises the assessment undertaken in response to Recommendation 9.
- Chapter 5: Air Quality summarises the assessment undertaken in response to Recommendation 10.
- Chapter 6: Noise summarises the assessment undertaken in response to Recommendation 11.
- Chapter 7: Underwater Aboriginal cultural archaeology summarises the assessment undertaken in response to Recommendation 12.
- Chapter 8: Cultural values assessment summary provides an update on the cultural values assessment process. Wadawurrung Traditional Owners Aboriginal Corporation (WTOAC) has been sponsored by Viva Energy to undertake this assessment in order to fulfil the requirement of Recommendation 12 of the Minister's Directions. As of the time of writing the Cultural Values Assessment is under preparation by WTOAC.
- Chapter 9: Environmental Management Framework details the mitigation measures proposed to avoid, minimise and manage the potential impacts of the project, and how these would be implemented.
- Chapter 10: Conclusion presents the key findings of the environmental assessments that are further discussed in Chapters 3 to 8 and the technical reports.





Supplementary Statement Summary Document (standalone document)



Supplementary Chapters

- Ch. 1 Introduction
- Ch. 2 Community and stakeholder engagement
- Ch. 3 Marine environment
- Ch. 4 Threatened and migratory birds
- Ch. 5 Air quality
- Ch. 6 Noise
- Ch. 7 Underwater Aboriginal cultural archaeology
- Ch. 8 Cultural values assessment summary
- Ch. 9 Environmental Management Framework
- Ch. 10 Conclusion



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Supplementary Technical Studies

- A: Supplementary marine environment impact assessment
- B: Supplementary threatened and migratory birds impact assessment
- C: Supplementary air quality impact assessment
- D: Supplementary noise impact assessment
- E: Underwater Aboriginal cultural archaeological assessment



Supplementary Attachments

- I: Peer Review Report B
- II: Matters of National Environmental Significance
- III: Draft Planning Scheme Amendment

Next steps in the Supplementary Statement process

The Supplementary Statement together with the draft Greater Geelong Planning Scheme amendment (PSA) C442ggee will be available for public comment for 30 business days. Written submissions can be made starting Thursday, 12 September 2024, and closing 11.59pm on Thursday, 24 October 2024.

3.1 How to access the Supplementary Statement and exhibited document

The Supplementary Statement and draft PSA will be available to read and download at www.vivaenergy.com.au/gas-terminal-supplementary-statement.

Hard copies of the Supplementary Statement and draft PSA will be made available at the following locations during the exhibition period:

- Geelong Library & Heritage Centre – 51 Little Mallop St, Geelong VIC 3220.
- Corio Library – Moa St & Cox Rd, Corio VIC 3214.
- State Library of Victoria – 328 Swanston St, Melbourne VIC 3000.

You can request a Supplementary Statement information pack, free of charge. The pack contains:

- USB loaded with the complete Supplementary Statement and draft PSA.
- Printed Supplementary Statement Summary Document.
- Printed information sheet on 'How to Navigate the Supplementary Statement'.

For those who may have accessibility issues, or where electronic options are impractical, hard copies may be requested, free of charge.

A Supplementary Statement information pack or hard copy documents can be requested by phoning 1800 515 093 or emailing energyhub@vivaenergy.com.au.

3.2 How to make a submission

Anyone can make a submission on the Supplementary Statement and draft PSA. Submissions must be made in writing and received by 11.59pm on Thursday, 24 October 2024.

Submissions can be lodged via the Victorian Government's Engage Victoria website at: <https://engage.vic.gov.au/Viva-Supplementary-EES-IAC>.

If you do not have internet access and are unable to lodge a submission online, contact Planning Panels Victoria (PPV) through the Customer Call Centre on 136 186 (select Option 6) and request a hard copy submission coversheet.

Submissions will be treated as public documents and will be published on the Engage Victoria website.

The submission process is independently managed by PPV and any enquiries regarding the submissions and the Inquiry and Advisory Committee and Hearing process should be directed to PPV on 136 186 (select Option 6) or email planning.panels@transport.vic.gov.au.

3.3 Inquiry and Advisory committee process

The Minister for Planning will appoint an inquiry under the Environment Effects Act. It will review the public submissions, the Supplementary Statement and the draft PSA. It will consider and advise on the environmental effects of the project in accordance with specific Terms of Reference for the Supplementary Statement issued by the Minister for Planning.

After the exhibition period, a Directions Hearing will be held the week commencing 11 November 2024, where the necessary arrangements and timetable for the public hearing will be established. The hearing will commence in the week beginning Monday, 9 December 2024 and is expected to run for 3 weeks. If the hearing cannot be concluded prior to Christmas it will continue from mid-January 2025.

Information on the hearing process and timetable will be published as it becomes available at <https://engage.vic.gov.au/Viva-Supplementary-EES-IAC>.

Members of the public and any other parties seeking to be heard at the hearing are required to submit a written submission as outlined above and indicate that they would like to be heard at the hearing.

The inquiry will provide a report to the Minister for Planning who will consider this report to inform the Minister's Assessment of the project's environmental effects. The Minister's Assessment will also be informed by public submissions on the EES and the Supplementary Statement and the IAC report on the EES dated 5 October 2022. The Minister's Assessment of the project will make recommendations about whether the environmental effects of the project are acceptable and will inform statutory decision-makers responsible for issuing environmental approvals for the project.





If you have any
questions or feedback
please contact us on:



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