Template

Proposal Content Document

Table 1: General proposal content description

Proposal title	Albany Transhipment Proposal
Proponent name	Southern Ports Authority
Short description	SPA propose to facilitate the export of magnetite by allowing the construction of a new Berth 5 and expanding current anchorages in KGS. - Berth 5 is to be constructed consisting of an offshore piled structure with mooring dolphins. This scope includes pile driving into the seabed and possible seawall remediation, depending on the condition of the wall at the time of construction[1]. - Transhipment vessels will leave Berth 5, transit to inner Anchorage W and load an ocean-going vessel for first-stage export. Vessels will then transit to Anchorage Y to complete second-stage export. The anchorages are currently approved use with a 560 metre (m) swing radius for use by the Port. SPA is proposing to expand the swing radius of the anchorages to 900 m. 1 Seawall remediation may not be required. The remedial works are dependent on the condition of the rock wall at the time of construction.

Table 2: Proposal content elements

Proposal element	Location / description	Maximum extent, capacity or range
Physical element & construction element		
Jetty structure	Port of Albany (Figure 1.2, Figure 1.5, Figure 1.6)	A jetty structure is required to be constructed at Berth 5 to enable operation of the loadout facility. The jetty will consist of an offshore piled structure comprised of a roadway, platform and mooring dolphins, with some land-based moorings. The maximum number of marine piles will be 100. The duration of pile driving is approximately 2 piles per day or a maximum of 50 days pile driving. It is important to note this is a conservative duration for a conservative number of piles so it is likely pile driving duration will actually be shorter. The jetty structure itself (including vessel footprint) will fall within the Development

		Envelope and has a maximum extent of 1.9 ha or 0.02 km2. The Development Envelope has an extent of 2188 ha or 22 kilometres squared (km2).
Construction elements		
NA		Construction of the jetty is not included in this scope. The only construction elements are piles to be driven into the seabed and possible seawall remediation (as outlined in the short description). See Section of the Albany Transhipment Proposal (full report) for more detail.
Operational elements		
Transhipment vessel (TSV)	King George Sound (Figure 1.2)	The extent of a single anchorage is 254 ha or 2.54 km2. The smaller TSV will be moored alongside the larger OGV.
Cape class Ocean-Going Vessel (OGV)	King George Sound (Figure 1.2)	OGV (~205 thousand dead weight tonnage, maximum length is 330 m) A simulation completed as part of the Preliminary Feasibility Study (PFS, BMT 2021a) indicates the average time the OGV will be at anchor is 7.5 days. The number of OGV visits is expected to be 27 per year, with an average interval between arrivals of 13.5 days.
First stage export	King George Sound (Figure 1.2)	OGV to be short loaded at inner anchorage up to 13.5 m OGV draft. This is expected to take 3 days on average. The inner Anchorage W is more protected from wind and swell,and is shallower, so the OGV cannot be fully loaded here, and will move to the more exposed but deeper Anchorage Y for second stage export. The extent of a single anchorage is 254 ha or 2.54 km2. The maximum vessel length is 330 m.
Second stage export	King George Sound (Figure 1.2)	OGV to be fully loaded at the deeper water outer anchorage (Anchorage Y) to be topped up to full draft of the OGV. This is expected to take 4.5 days on average. The extent of a single anchorage is 254 ha or 2.54 km2. The maximum vessel length is 330 m.

Proposal elements with greenhouse gas emissions		
Construction elements:		
Scope 1	22.9 t CO2-e (total) (Also see Annex E – GHG Assessment)	
Scope 2	NA	
Scope 3	NA	
Operation elements:		
Scope 1	15,005 t CO2-e (per year) (Also see Annex E – GHG Assessment)	
Scope 2	NA	
Scope 3	NA	
Rehabilitation		
NA		
Commissioning		
NA		
Decommissioning		
There are no physical elements associated with the anchorages to remove. The Berth 5 structure will remain part of the operational port and is not envisaged to require any decommissioning.		
Other elements which affect extent of effects on the environment		
Proposal time*	Maximum project life	The estimated mine life is approximately 28 years for this project. Transhipment operations will be ongoing throughout the operation of the mine.
	Construction phase	The seawall may need some remedial works depending on the condition of the rock wall at the time of construction. This involves equipment to move and replace rocks and armouring as needed on the existing wall. It is anticipated any works that may be necessary will be small-scale and take a maximum duration of three months. Seawall remediation, Port of Albany (Figure 1.2)
	Operations phase	Transhipment operations duration of first and second stage loading is 7.5 days on average, 27 times a year.

		The estimated mine life is approximately 28 years once commenced for this project.
	Decommissioning phase	NA

** Proponents should only provide realistic timeframes to avoid unnecessary change to proposal applications at referral (section 38C), assessment (section 43A) or post assessment (section 45C).*