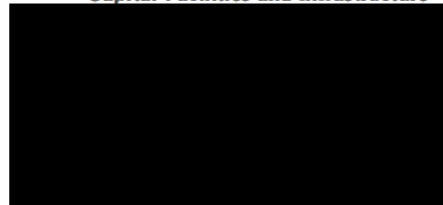




Australian Government
Department of Defence
Estate and Infrastructure Group

Brigadier M.J. Galton, DSC
Director General
Capital Facilities and Infrastructure



DGCFI-ID/OUT/2018/AF34010937

Mr Scott Buchholz MP

Chair

Parliamentary Standing Committee on Public Works

Parliament House

CANBERRA ACT 2600

Dear Mr Buchholz

**DEFENCE COMMUNITY CONSULTATION REPORT: POINT WILSON
WATERSIDE INFRASTRUCTURE REMEDIATION PROJECT**

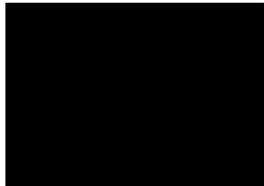
1. This letter is to inform the Parliamentary Standing Committee on Public Works (PWC) of the nature and extent of community consultation undertaken, as part of the proposed Point Wilson Waterside Infrastructure Remediation Project (the Project).
2. The community consultation undertaken by the Department of Defence aimed to ensure that the community and other stakeholders were:
 - a. well informed about the Project's details through the use of effective and proven communication channels; and
 - b. provided the opportunity to raise any concerns or to seek further information so that, wherever feasible, the Department of Defence could address these in its program of works.
3. The stakeholder and community engagement activities listed below were delivered in accordance with the Project's Communications Plan. This included:
 - a. Project webpage (<http://www.defence.gov.au/id/PointWilson/Default.asp>), which outlined the proposal in terms of project scope, benefits, indicative perspectives, environment and heritage values, PWC process and Community Information Sessions.
 - b. Formal letters offering individual briefings and advising of planned community information sessions were emailed to key stakeholders including State and Federal Members of Parliament; State Departments and Authorities; and Community Groups. An example of the correspondence is provided at Annex A. A list of stakeholders that received an invitation and the status of each invitation is provided at Annex B.
 - c. Advertisements about Community Information Sessions were placed in the Geelong Advertiser on 05 June 2018, and on the 07 June 2018 in the Herald Sun. The advertisement is provided at Annex C.

- d. Community information sessions were held at the following locations; Corio Central Shopping Centre from 12 to 2pm, and Cobradah House, Bell Post Hill from 6 to 8pm on Wednesday 11 June 2018, as detailed in Annex D. A summary of the key issues and questions raised during the consultation is provided at Annex E. A summary of the displays and printed materials available at the community information sessions is provided at Annex F.

4. Overall, information about the Project was well received at each stakeholder consultation and community information sessions. Those that attended the community information sessions were interested generally in the proposed works, environmental management, safety and security during Explosive Ordnance operations, employment opportunities and traffic management during construction. Letters of support received from consultation have been provided at Annex G.

5. In conclusion, no issues that would likely impact the proposed works were identified during Defence's community consultations. Defence is satisfied that it has taken all reasonable steps to inform the community about the Project, and has provided opportunities for the community to raise any concerns and questions.

Yours sincerely,



M.J. GALTON, DSC
Brigadier

15 August 2018

Annexes:

- A. Invitation Example
- B. Stakeholder Project Briefings
- C. Newspaper Advertisement
- D. Community Information Sessions and Attendance
- E. Summary of Key Issues Raised During Consultation
- F. Community Information Session Display and Printed Materials
- G. Letters of Support Received

**ANNEX A TO
AF34010937
AUGUST 2018**

INVITATION EXAMPLE



Australian Government
Department of Defence
Estate and Infrastructure Group

Sara Clout
Project Director
Capital Facilities and Infrastructure
Department of Defence
E: Pointwilson.project@defence.gov.au

XX
Address 1
Address 2
Address 3

Dear XX,

**POINT WILSON WATERSIDE INFRASTRUCTURE REMEDIATION PROJECT,
POINT WILSON, VICTORIA**

On behalf of the Department of Defence, I would like to offer you a personal briefing on the proposed Point Wilson Waterside Infrastructure Remediation Project, Point Wilson Victoria.

On 28 June 2018, the Point Wilson Waterside Infrastructure Remediation project was referred to the Parliamentary Standing Committee on Public Works (PWC). Information about the project, which is subject to Parliamentary approval, can be found on the PWC's website:

https://www.aph.gov.au/Parliamentary_Business/Committees/Joint/Public_Works/PointWilson

The facility is the key Defence explosive ordnance importation site and contributes to a range of Defence capabilities. The facility is now at the end of its design life and in 2008, was deemed inoperable due to structural concerns. This project aims to remediate the Point Wilson Explosives Area in order to enable the recommencement of bulk importation of explosive ordnance, to support the Australian Defence Force.

If you or your representative would like to accept or decline this offer for a briefing, please contact me via email at pointwilson.project@defence.gov.au.

For your information, the Community Information Sessions will be held as follows:

Session 1:
12:00 pm – 2:00 pm
Wednesday 11 July 2018
Corio Central Shopping Centre
Corner Baccus Marsh and Purnell Roads, Corio

Session 2:
6:00 pm – 8:00 pm
Wednesday 11 July 2018
Cobradah House
7-13 Beauford Avenue, Bell Post Hill

Yours sincerely



Sara Clout
Project Director
July 2018

STAKEHOLDER PROJECT BRIEFINGS

STAKEHOLDER	ORGANISATION AND MEMBER	DATE OF CONSULTATION	NOTES
<p>FEDERAL AND STATE GOVERNMENT</p>	<p>Federal Member for Corio Mr Richard Marles MP Shadow Minister for Defence</p>	<p>11 July 2018</p>	<p>05 July 2018 - Defence emailed a letter to Mr Marles MP providing project information, contact details, a site link and an invitation to contact Defence for a personal briefing.</p> <p>11 July 2018 -An individual briefing was held with Simon Furey, representing Mr Marles. The topics discussed included the number of jobs the Project would generate, explosive ordnance security measures and logistics, safety of the public and recreational marine users, project impacts on cultural sites, consideration of the Point Henry site, and community consultation activities.</p>
	<p>Federal Member for Lalor Ms Joanne Ryan MP</p>	<p>03 August 2018</p>	<p>12 July 2018 - Defence emailed a letter to Ms Ryan MP providing project information, contact details, a site link and an invitation to contact Defence for a personal briefing.</p> <p>03 August 2018 - An individual briefing was held with Ms Ryan. The topics discussed included site options, the Bay West project, environmental protection measures, local industry capability and opportunity, explosive ordnance processing, transport routes, and community safety.</p>
	<p>State Member for Lara Mr John Eren MP</p>	<p>05 July 2018</p>	<p>05 July 2018 - Defence emailed a letter to Mr Eren MP providing project information, contact details, a site link and an invitation to contact Defence for a personal briefing.</p> <p>09 July 2018 - Defence followed up with a telephone call, to confirm interest in a personal briefing or further information.</p>

STAKEHOLDER	ORGANISATION AND MEMBER	DATE OF CONSULTATION	NOTES
			20 July 2018 - Mr Eren’s office confirmed that no further information is needed, but the office will email the project in the future if any concerns are raised.
STATE GOVERNMENT AND ADVISORY BODIES	Parks Victoria David Ritman, Area Chief Ranger West Port Philip	19 July 2018	05 July 2018 - Defence emailed a letter to Mr Ritman providing project information, contact details, a site link and an invitation to contact Defence for a personal briefing. 19 July 2018 - An individual briefing was held with Mr Ritman. The topics discussed included land boundaries, Naval Waters and implications for recreational boaters, environmental protection measures, license and lease agreements, local contractor engagement, ecological impact of the project, and safety exclusion zones and enforcement.
	Infrastructure Victoria Adele McCarthy Director of Strategy Johnathan Spear Executive Director & General Counsel Edward Smelt Principal Engineer	03 August 2018	12 July 2018 - Defence emailed a letter to Ms McCarthy providing project information, contact details, a site link and an invitation to contact Defence for a personal briefing. 23 July 2018 - Ms McCarthy accepted the invitation for a personal briefing regarding the Project. Defence followed up and arranged the briefing for 03 August 2018. 03 August 2018 - An individual briefing was held with Mr Spear and Mr Smelt. The topics discussed included the Bay West project, construction methodology, wharf & jetty design, expected ship sizes, environmental status and the Ramsar wetland, and likely additional interested stakeholders.

STAKEHOLDER	ORGANISATION AND MEMBER	DATE OF CONSULTATION	NOTES
	Port of Melbourne Andrew Varga Head of Planning & Strategy Dragi Nastevski Manager Land Use Planning	05 July 2018	05 July 2018 - Defence emailed a letter to Mr Varga and Mr Nastevski providing project information, contact details, a site link and an invitation to contact Defence for a personal briefing. 06 & 09 July 2018 - Defence followed up with telephone calls however Mr Varga and Mr Nastevski did not request a personal briefing.
	Victorian Ports Melbourne Roy Stanbrook, Harbour Master & Executive GM Marine and Navigation	05 July 2018	05 July 2018 - Defence emailed a letter to Mr Stanbrook providing project information, contact details, a site link and an invitation to contact Defence for a personal briefing. 05, 09 & 10 July 2018 - Defence followed up with telephone calls however Mr Stanbrook did not request a personal briefing.
	Victorian Regional Channels Authority Michael Harvey (CEO) Captain Dilip Abraham Harbour Master	03 August 2018	05 July 2018 - Defence emailed a letter to Mr Harvey providing project information, contact details, a site link and an invitation to contact Defence for a personal briefing. 03 August 2018 - An individual briefing was held with Mr Harvey. The topics discussed included, the Point Henry site, the frequency and size of vessels visiting Point Wilson, ship draught requirements and depth alongside, wharf and jetty design, safety and security measures, proposed surveillance of the Geelong Port and shipping channels, and maritime communication during and post construction.
LOCAL GOVERNMENT	Geelong City Council Bruce Harwood (Mayor) Peter Murrhly (Deputy Mayor)	12 July 2018	05 July 2018 - Defence emailed a letter to Mr Harwood providing project information, contact details, a site link and an invitation to contact Defence for a personal briefing. 12 July 2018 - An individual briefing was held with Mr Harwood, Mr Murrhly, and Mr Mason. The topics discussed included, safety and


STAKEHOLDER	ORGANISATION AND MEMBER	DATE OF CONSULTATION	NOTES
	<p>Jim Mason Portfolio Councillor</p>		<p>security measures and the risk to the public, any impact on vessels in the shipping channel, extent of community consultation, environmental impacts and mitigation measures, the Geelong Port, the Bay West project, and Avalon Airport.</p>
<p>EXPLOSIVES INDUSTRY COMPANIES</p>	<p>Chemring Australia Chris Isaacs Business Development Director David Bloor Defence Business Manager</p>	<p>11 July 2018</p>	<p>05 July 2018 - Defence emailed letters to Mr Bloor and Mr Isaacs providing project information, contact details, a site link and an invitation to contact Defence for a personal briefing. 11 July 2018 –Mr Bloor attended the Community Consultation and received a verbal briefing from the Project Team. Prior to the Community information Session, a personal briefing was not requested by Mr Bloor. It was noted during the Information Session that Chemring would be represented at the Australian Manufacturers of Explosive Ordnance Committee meeting on 27 July 2018 and a joint briefing would be suitable at this event.</p>
	<p>Winchester Australia Ltd Clive Pugh General Manager Winchester Australia Anthony Post Defence Law Enforcement & Industrial Sales Manager</p>	<p>27 July 2018</p>	<p>05 July 2018 - Defence emailed letters to Mr Pugh and Mr Post providing project information, contact details, a site link and an invitation to contact Defence for a personal briefing. 10 July 2018 – Defence followed up with a telephone call and agreed that it would be suitable for the Project to give a personal briefing to Mr Pugh and other members of the Australian Manufacturers of Explosive Ordnance Committee on 27 July 2018.</p>

STAKEHOLDER	ORGANISATION AND MEMBER	DATE OF CONSULTATION	NOTES
	<p>Australian Manufacturers of Explosive Ordnance Committee</p> <p>Chris Isaacs Business Development Director Chemring Australia</p> <p>Clive Pugh Director & General Manager Winchester Australia</p> <p>Dion Habner General Manager Strategy (Thales)</p> <p>Chris Murray Applied Explosives Technology</p>	<p>27 July 2018</p>	<p>27 July 2018 – Following an invitation through Winchester Australia Ltd and Chemring Australia, members of the Australian Manufacturers of Explosive Ordnance Committee received a verbal briefing from the Project Team.</p> <p>The topics discussed included growth of the explosive ordnance industry, direct opportunities to compete in global markets, the development of high technology Defence industry in Victoria, the preference of Point Wilson as an import/export location for the explosive ordnance industry. Discussion also confirmed international interest and opportunity for commercial export of explosive ordnance and Dangerous Goods from Point Wilson, likely commercial / user pay arrangements, and the need for a best practice and wholly contained safe and separated facility for the shipping. Processing of explosive ordnance and other classes of dangerous goods that are unsuitable to transit through bulk container ports was also discussed.</p> <p>The Australian Manufacturers of Explosive Ordnance Committee is highly supportive of the project and advised it would provide a written letter to Defence this effect.</p>
<p>LOCAL ORGANISATIONS</p>	<p>Barro Group</p> <p>Peter Barro Executive Director</p>	<p>24 July 2018</p>	<p>05 July 2018 - Defence emailed a letter to Mr Barro providing project information, contact details, a site link and an invitation to contact Defence for a personal briefing.</p> <p>24 July 2018 – An individual briefing was held with Mr Barro. The topics discussed included Barro Group’s siting around Point Wilson Explosives Area, coordination of services to Point Wilson Explosives Area that run through Barro Group land, and confirmation of safety arcs and site buffers.</p>

STAKEHOLDER	ORGANISATION AND MEMBER	DATE OF CONSULTATION	NOTES
	<p>Geelong Chamber of Commerce</p> <p>Bernadette Uzelac CEO</p>	<p>12 July 2018</p>	<p>05 July 2018 - Defence emailed a letter to Ms Uzelac providing project information, contact details, a site link and an invitation to contact Defence for a personal briefing. 12 July 2018 – An individual briefing was held with Ms Uzelac. The topics discussed included jobs the project would generate potential traffic and transport implications, proposed infrastructure at Bay West, Defence as a growth industry for Geelong, and use of the ‘GROW’ website to assist employment from disadvantaged suburbs.</p>
	<p>Geelong Port</p> <p>Brett Winter CEO</p> <p>Rod Simkin GM Engineering</p>	<p>11 July 2018</p>	<p>09 July 2018 - Defence emailed a letter to Mr Winter providing project information, contact details, a site link and an invitation to contact Defence for a personal briefing.</p> <p>11 July 2018 – An individual briefing was held with Mr Winter and Mr Simkin. The topics discussed included the Point Henry site, wharf and jetty design options, frequency and size of vessels, draught requirements and depth alongside, and site safety and security measures.</p>
	<p>Avalon Airport</p> <p>Dave Moreland Facilities Manager</p> <p>Kelvin Boddington Facilities Supervisor</p>	<p>12 July 2018</p>	<p>05 July 2018 - Defence emailed a letter to Mr Moreland providing project information, contact details, a site link and an invitation to contact Defence for a personal briefing.</p> <p>12 July 2018 – An individual briefing was held with Mr Moreland and Mr Boddington. Topics discussed included traffic and transport implications during and post construction, site safety and security measures, the Bay West project, traffic management during the Avalon Airshow, and Avalon Airport expansion.</p>

STAKEHOLDER	ORGANISATION AND MEMBER	DATE OF CONSULTATION	NOTES
	<p>BirdLife Australia</p> <p>Chris Purnell</p>	<p>09 July 2018</p>	<p>05 July 2018 - Defence invited Mr Purnell for a personal briefing on environmental conditions at Point Wilson.</p> <p>09 July 2018 - An individual briefing was held with Mr Purnell. The topics discussed included environmental management measures included in the Construction Environment Management Plan, monitoring of Orange Bellied Parrots and sharing information on their movements, and visiting the Point Wilson site.</p>

NEWSPAPER ADVERTISEMENT



Australian Government
Department of Defence

Notice of Community Information Session

Point Wilson Waterside Infrastructure Remediation Project

The Department of Defence is holding two Community Information Sessions to outline proposed waterside infrastructure remediation works at the Point Wilson Explosives Area (PWEA), Point Wilson, Victoria. These proposed works are subject to Parliamentary approval.


The objective of this project is to remediate the PWEA waterside infrastructure in order to enable the recommencement of bulk Explosive Ordnance importation operations at PWEA.

You are invited to attend the following Community Information Sessions:

Session 1:	Session 2:
12:00 pm – 2:00 pm	6:00 pm – 8:00 pm
Wednesday 11 July 2018	Wednesday 11 July 2018
Corio Central Shopping Centre	Cobradah House
Corner Baccus Marsh and Purnell Roads, Corio	7-13 Beauford Avenue, Bell Post Hill

If you would like further information on the proposed works or upcoming community session, please visit the project website at www.defence.gov.au/id/PointWilson. Alternatively, you can contact the Defence Project Team via email at pointwilson.project@defence.gov.au.

Defending Australia and its National Interests
www.defence.gov.au



**ANNEX D TO
AF34010937
AUGUST 2018**

COMMUNITY INFORMATION SESSIONS OVERVIEW

1. During community information sessions, members of the Project team were available to speak with Community and organisational representatives. Materials for viewing included an erected display of A2 size information storyboards (Annex F) and printed copies of the Statement of Evidence.
2. A total of twelve community members attended the community information sessions held on Wednesday 11 July 2018 at the following locations:
 - a. Corio Shopping Centre, 12pm to 2pm (11 attendees).
 - b. Bell Post Hill Community Centre, 6pm to 8pm (1 attendee).
3. Due to last minute non-availability of Bell Post Hill Community Centre, the evening session was relocated to a nearby local business 250 metres away. A member of the Defence team remained at the Bell Post Hill Community Centre for the duration of the advertised session to redirect any attendees to the new location.
4. Attendees for the two community information sessions are as per the table below:

ATTENDEE	ORGANISATION
1	City of Greater Geelong / Local Climate Interest Group
1	Country Fire Association, Lara
1	Chemring Area
1	Bellarine Pirates Angling Club
1	Geelong Environmental Council
7	Local Community Members
Total: 12	

SUMMARY OF KEY ISSUES RAISED DURING CONSULTATION

KEY ISSUE/QUESTION	RAISED BY	DEFENCE'S RESPONSE
<i>How many deliveries of Explosive Ordnance (EO) are expected at the port?</i>	Community / Members of Parliament / State Authorities	Approximately two (2) to three (3) Defence bulk explosive ordnance shipments per annum are expected to be conducted at the Point Wilson Explosives Area. The local explosive ordnance industry has expressed an interest in utilising the Point Wilson Explosives Area facility, once remediated, for import and export opportunities.
<i>Will the remediation works involve dredging?</i>	Community / Members of Parliament / State Authorities	No, dredging works are not required as part of the construction methodology for the Project.
<i>When is the Public Works Committee (PWC) briefing scheduled?</i>	Community / State Authorities	The Public Works Committee hearing is scheduled for 24 August 2018 and will be held at the Bisinella Community Centre located in Lara. The hearing location and time will be published on the Public Works Committee website.
<i>What are the next steps in the process?</i>	Community / State Authorities	A private briefing to the Public Works Committee and a public hearing will be held on 24 August 2018. The Committee will present its findings of the inquiry and recommendation to Parliament. Subject to Parliamentary approval, the Project delivery will commence in late 2018.
<i>What are the land transport routes once the EO shipment has been unloaded?</i>	Community / Members of Parliament	The Hume Highway is the major road network for distribution of explosive ordnance to wholesale / retail explosive ordnance storage sites in south-eastern Australia. The routes avoid population centres.
<i>How long are the explosives stored on site?</i>	Community / State Authorities	Explosives are stored for a period between four (4) to six (6) weeks on site, awaiting transport to wholesale / retail storage facilities within Defence's explosive ordnance network.
<i>Will the works have any impact on the Ramsar wetlands?</i>	Community / State Authorities	No works will be undertaken at the Ramsar wetlands located adjacent to the construction area. An Environment and Heritage Consultant will be engaged to assist in demarcation of sensitive areas and closely manage any impact from construction works.

KEY ISSUE/QUESTION	RAISED BY	DEFENCE'S RESPONSE
<i>Will the works have any impact on the Orange Bellied Parrot?</i>	Community / State Authorities	<p>The Orange Bellied Parrot species had not been recorded at the Point Wilson Explosives Area since 2002, until the recent release of hand reared birds in the local area. The site still provides suitable habitat and resources for the Orange Bellied Parrot; however they typically nest in Tasmania. Disturbance to the saltmarsh or grassland habitat will be avoided or minimised.</p> <p>The Project works will be managed in accordance with the <i>Environment Protection and Biodiversity Conservation Act 1999</i>. Defence has liaised with Bird Life Australia regarding the tracking of these parrots during construction works.</p>
<i>Are local Country Fire Association requirements considered?</i>	Community	<p>Yes, the fire safety facilities will be upgraded consistent with the requirements of the Country Fire Association. This includes new water storage, pump tank and fire main.</p>
<i>Have the wharf and jetty designs taken into account rising sea levels?</i>	Community / State Authorities	<p>Yes, the effects of climate change have been considered in the final design, including rising sea levels over the 50 year design life. An elevated truss system will be constructed which will address the potential increase of rising sea levels and storm surge.</p>
<i>Will the buoys be upgraded?</i>	State Authorities	<p>The Project will not upgrade the buoys as the existing 300m and 1400m marker buoys will be retained in their current position. Defence has discussed this with the Victorian Regional Channels Authority and the Department of Sustainability and Environment.</p> <p>Buoys will be maintained by Defence's Site Contractor (Thales) under their extant maintenance contract.</p>
<i>If the EOs will be transported out from Point Wilson back to Melbourne, would the vehicles use the</i>	Community	<p>The trucks can use a number of routes to distribute stock out of Point Wilson, not all of the trucks will be using the overpass. Explosive ordnance is typically not transported through populated areas, including Melbourne.</p>

KEY ISSUE/QUESTION	RAISED BY	DEFENCE'S RESPONSE
<i>Point Wilson overpass to make this journey?</i>		As the overpass is in a one-way direction to Melbourne, the majority of trucks transporting explosive ordnance from Point Wilson do not use the overpass.
<i>How many trucks are required to transport the shipment from Point Wilson to dedicated EO facilities?</i>	Community	Approximately two (2) to three (3) Defence bulk explosive ordnance shipments per annum are expected to be conducted at the Point Wilson Explosives Area. Each importation usually contains between 100 - 120 containers. To unload 100 - 120 containers requires approximately 50 - 70 trucks.
<i>Has any consideration been given to the state of the Point Wilson Overpass?</i>	Community	The Project is not planning to significantly change the number of road movements out of the Point Wilson Explosives Area, noting that the explosives ordnance storage facilities have been in operation / use besides the wharf being offline. Defence's road transport (including its contractors) must be VIC Roads compliant with respect to axle loads and safe transportation. Explosive ordnance (B – Double) trucks are well below the semi-trailer Gross Vehicle Mass.
<i>If the wharf is opened up to private enterprise other than EO vessels, how many additional vehicles would be using the 29-mile road and Point Wilson Overpass?</i>	Community	As there are currently no commercial agreements in place for the use of the Point Wilson Explosives Area by private companies, Defence cannot advise of the number of additional vehicles that may utilise the 29 mile road. It is expected that any commercial explosive ordnance shipments would be significantly smaller than the Defence bulk shipments. The explosive ordnance industry has expressed much interest in “piggy backing” on Defence's bulk loads and licenses to bring down their unit cost for shipments.
<i>The Point Wilson Overpass is due to be replaced as a part of the Outer Metropolitan Ring Road project (10 – 20 years away), but could it be necessary to upgrade the</i>	Community	Defence is aware of the surrounding infrastructure, but is not responsible for its current or forecasted maintenance. VIC Roads plans, develops and manages Victoria's arterial road network.

KEY ISSUE/QUESTION	RAISED BY	DEFENCE'S RESPONSE
<i>overpass to handle these additional vehicles?</i>		
<i>The website states that work may commence in late 2018. Is that likely at this stage?</i>	Community	The delivery of the Project will commence in late 2018 subject to Parliamentary approval, with the construction works commencing in early 2019.
<i>What are the draught requirements, and depth alongside?</i>	Community / State Authorities	The maximum draught for an explosive ordnance vessel at the Point Wilson wharf is 8.5 m. The maintained depth of the berthing pocket alongside the Point Wilson wharf (the 'depth alongside') is 9.1 m.
<i>Will the route the ships take, interfere with the Geelong Port channel and how far is the wharf and EO anchorage from shipping channels?</i>	Community / State Authorities	No, the route that ships take will not interfere with the Geelong Port Channel. During explosive ordnance unloading operations at the wharf, or with an explosive ordnance vessel moored at the explosive ordnance anchorage location, a 1400m exclusion zone is maintained around the wharf and jetty. At the closest point, the edge of this exclusion zone is 1000 m from the Point Richards Channel.
<i>What size ships will berth there? What are the Metrics of the design ship?</i>	Community / State Authorities	The Emmagracht was the basis of the Project ship design requirements, which is 135m in length, has 18,000 displacement tonnage, and has a maximum draught of 8.5m.
<i>What is the largest vessel that could berth there?</i>	Community / State Authorities	The maximum sized vessel would be equivalent in size to the Emmagracht, the Project design ship. Any vessel larger than this would require installation of suitable dolphins and camels, and be limited by the existing berthing pocket or require additional dredging.
<i>Will the Defence Restricted Network at Avalon Airport be affected by the project?</i>	Community	The Project has no impact on the Defence Restricted Network or any other services that may link to the Avalon airport. The Explosive Ordnance Logistics Reform Project, another major Defence project that is delivering landside explosive ordnance facilities upgrades at Point Wilson also does not have any impact on Defence equipment at the Avalon Airport.

KEY ISSUE/QUESTION	RAISED BY	DEFENCE'S RESPONSE
<i>Will local contractors with maritime experience be engaged?</i>	State Authorities	Defence is committed to maximise opportunities for local maritime industry, if there is capacity and capability available to service the Project. It is anticipated that a majority of the work packages can be sourced from within 100 km of Point Wilson.
<i>Has a Marine Ecology Survey has been completed?</i>	State Authorities	Yes, an Environmental Impact Assessment Report was completed in 2012, which includes terrestrial, marine flora and fauna surveys. The Project will develop a Construction Environment Management Plan to manage impact on marine ecology as per the <i>Environment Protection and Biodiversity Conservation Act 1999</i> .
<i>What is the method of communication for enforcing the exclusion zone?</i>	Community / State Authorities	<p>A Notice to Mariners is issued and a safety exclusion zone of 1400m around the wharf is enforced during Explosive Ordnance operations. This area is identified by marker buoys with yellow lights and required to meet the legislative requirements of the Work Health and Safety Act for Major Hazard Facilities. This exclusion zone is aimed to prevent Community approaching the facility during explosive ordnance unloading operations.</p> <p>The closed waters is a proclamation made by the Governor General for all military waters across Australia. Both the 300m and the 1400m exclusion zones enforceable by water police, state and federal police as well as military police.</p>
<i>Are the naval water boundaries and the exclusion zone boundaries the same?</i>	State Authorities	The naval water boundary is the same as the 1400m exclusion zone boundary.
<i>What is the extent of the different lease owners of state waters?</i>	State Authorities	<p>A lease between the Geelong Harbour Trust Commission and the Commonwealth covers of an area of seabed 1,030 feet (314m) either side of the centreline of the jetty and wharf.</p> <p>The Naval boundary of Point Wilson is aligned with the 1400m exclusion zone (marked by buoys) that comes into effect when an EO delivery is taking place.</p>

KEY ISSUE/QUESTION	RAISED BY	DEFENCE'S RESPONSE
<i>How close can the public get to the facility?</i>	Members of Parliament	The Public cannot get closer than the main access gate on land, and 300m around the wharf and jetty. During import/export operations, the exclusion zone is extended to 1400m. The explosive ordnance safety arcs are contained within the Defence site allowing adequate separation of the explosive ordnance containers during unloading and transport. All unloading, destuffing, quarantine processes and short-term storage functions are contained within the Point Wilson Explosives Area.
<i>Does this project impact any cultural sites?</i>	Members of Parliament	No. An Indigenous Heritage Risk Assessment was undertaken for the Project as part of the Initial Environmental Report, and a field assessment of the Point Wilson Explosives Area was undertaken in 2010. Nine sites were recorded, two of which contained more than 50 artefacts; however no sites were located within the immediate vicinity of the Project works.
<i>How will recreational water users, such as divers and boaters, be communicated with about the project and works?</i>	Members of Parliament	All construction and related navigation activities will be conducted within the 300m exclusion zone and does not affect recreational or commercial navigation activities. The Community will be updated on construction activities through Project website or through State Authorities if there is likely to be an impact.
<i>What is the life of the new facility going to be?</i>	Community	The life of the facility is approximately 50 years, however with capital investment, such as a mid-life refurbishment, this can be extended up to 100 years.
<i>Has Point Henry been considered as an alternative site?</i>	Community	Point Henry is not considered a suitable alternative site to Point Wilson given the required importation quantities and the strict safety requirements for the importation and storage of bulk explosive ordnance.
<i>How many staff are at Point Wilson?</i>	Community / Members of Parliament	A permanent security detachment is currently on site with additional Defence and contracted staff brought in to facilitate explosive ordnance importations.
<i>Is there a limit to how much EO can be stored on site?</i>	Community	Yes, there is a limit. Explosive ordnance quantities allowed to be stored onsite are governed by explosive ordnance licensing regulations.
<i>If ammunition is not used,</i>	Community	Most explosive ordnance imported is utilised by the Australian Defence Force.

KEY ISSUE/QUESTION	RAISED BY	DEFENCE'S RESPONSE
<i>will it be shipped back?</i>		Explosive ordnance no longer required is disposed in accordance with the regulations.
<i>When the EO is being transported, are additional security measures put in place?</i>	Community	Explosive ordnance within Australia, is stored and transported in accordance with the Commonwealth/State legislation and regulations and Defence's security requirements.
<i>Can the ships themselves load and unload shipments themselves, or are cranes required?</i>	Community	The explosive ordnance vessels have the ability to load and unload themselves.
<i>Can the Point Wilson Waterside Infrastructure be used to mount proposed channel monitoring equipment?</i>	State Authorities	Defence took this on notice and will get back to the Victorian Regional Channels Authority.
<i>Is visibility of Point Wilson in the background for the safety monitoring system a problem?</i>	State Authorities	Defence took this on notice and will get back to the Victorian Regional Channels Authority.
<i>Has the impact of Bay West been considered?</i>	Members of Parliament / State Authorities	Point Wilson Wharf meets Defence requirements for bulk explosive ordnance importation licensing and separation distances. Defence is aware of the Victorian Government's proposal to develop Bay West Port in future years, proposed to commence in about 15-20 years from now.

COMMUNITY INFORMATION SESSION DISPLAY MATERIAL



Where is PWEA?

Point Wilson Explosives Area (PWEA) comprises an area of 326 Hectares of Commonwealth owned land. The facility was completed in 1961 and includes a wharf handling and storage facility that caters for the import, export and trans-shipment of Defence Explosive Ordnance (EO).

Point Wilson Explosives Area (PWEA) is located on the northern shores of Corio Bay, Victoria, residing in the City of Greater Geelong and approximately 60 km by road from Melbourne and 30 km from Geelong.

PWEA is triangular in shape and has a supporting wharf, jetty and marine exclusion zone to allow for EO importation operations.



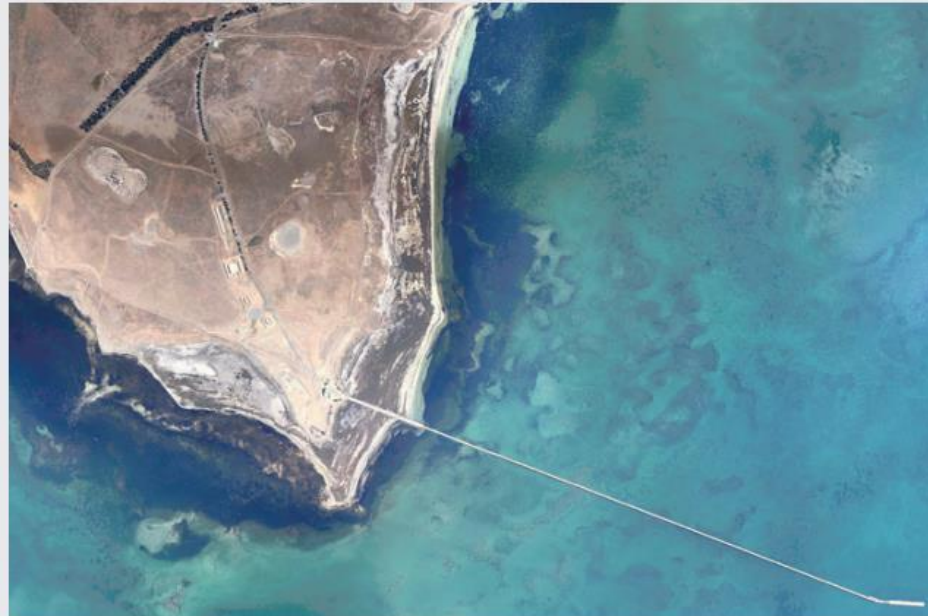


What is PWEA?

Point Wilson Explosives Area (PWEA)

The PWEA Facility is considered to be an important national asset to the Commonwealth's capability sustainment as the majority of Defence explosive ordnance is imported by sea, with limited explosive ordnance manufactured domestically.

The Department of Defence intends to economically return the waterside infrastructure back to operational status to recommence explosive ordnance importation operations.





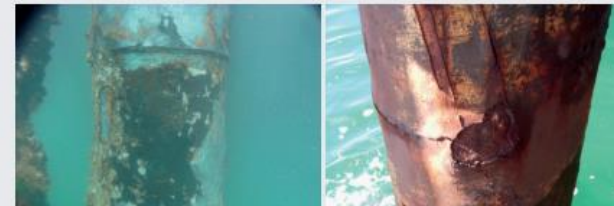
Why is the upgrade needed?

Point Wilson Explosives Area (PWEA)

The PWEA Facility is nearing the end of its design life and requires significant upgrade works. Due to the structure's dilapidated state, operations have ceased until such time remediation works are completed.



De-lamination of concrete and corrosion to steelwork



Steel pile corrosion and exposure of concrete



History

Original Construction of Wharf and Jetty - 1959 to 1961



The Point Wilson Waterside Infrastructure Project





Environment and Heritage

Environment

- Point Wilson forms part of the Point Wilson Natural Defence Area (PWNDA) which is listed on the Commonwealth Heritage List (CHL) for its natural heritage values
- Point Wilson is located on the Port Phillip Bay Western Shoreline and is surrounded by a coastal marsh and Ramsar wetland



Natural Heritage

- The site contains habitat for the critically endangered Orange Bellied Parrot (OBP)
- One critically endangered ecological community, the Natural Temperate Grassland of the Victorian Volcanic Plain (NTG VVP) has been identified at the site



Indigenous Heritage

- Consultation has been undertaken with the registered Aboriginal Party organisation for the region, the Wathaurung Aboriginal Corporation
- Sites of significance have been identified and recorded and are not within the immediate vicinity of the waterside infrastructure



Cultural Heritage

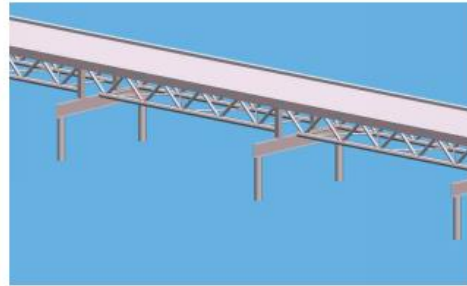
- Four (4) historic heritage sites have been identified on the landside or close to shore of PWEA. These sites are located outside the footprint and will be avoided during remediation works
- Five (5) shipwrecks are recorded within the vicinity of Point Wilson and the broader Corio Bay area. These sites are located well outside the site area and will also be avoided during remediation works





Remediation works

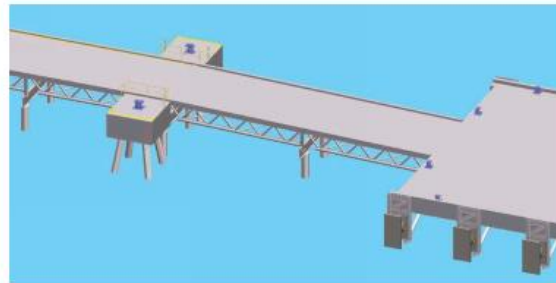
An upgraded 2.4 km approach jetty, refurbishment of existing piles and crossheads and a new superstructure involving trusses and concrete deck



Amenities Building



New shipping berth involving a 135 m x 22.5 m wharf, six new dolphins and Amenity Facility

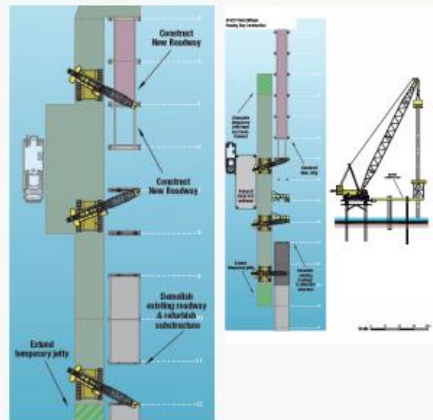




Proposed Construction Methodology

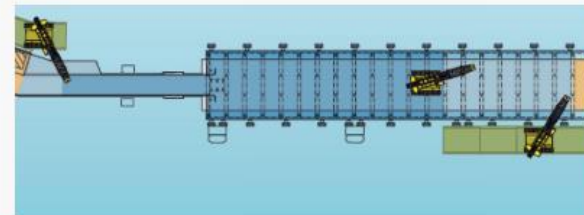
Approach Jetty

- Marine Loading Facilities
- Crawler cranes and jack-up barges involved in operation
- Marine fleet involving workboats, barges and tugs



Wharf, Dolphins and Link-span

- Marine Loading Facilities
- Crane barges/platforms involved in operations
- Marine fleet involving workboats, barges and tugs



LETTERS OF SUPPORT RECEIVED



National and international explosives companies

Australian Explosives Industry and Safety Group Inc.

Member Companies:

Applied Explosives Technology Pty Ltd
BME Omnia Group Pty Ltd
Dewey Blanford Australia Pty Ltd
Dawson EDI Mining-Blasting Services Pty Ltd
Dyno Nobel Asia Pacific Pty Ltd
JOHNEX explosives

Meram Australia Pty Ltd
Nero SSB Australia Pty Ltd
Orica Australia Pty Ltd
Platinum Blasting Services
Redbull Powder Company Ltd
Setra Mining Service Pty Ltd
Treslee Limited

9 March 2018
Chris Murray

**COMMERCIAL EXPLOSIVES INDUSTRY INTEREST IN POINT WILSON AS
AN EXPLOSIVES PORT**

Following an approach from Defence, AEISG members were asked to express interest in using Point Wilson in Victoria as an explosives port.

The explosives industry sees an increasing need to import explosives to support the resources and construction sectors.


Currently the only available port for commercial shipments of explosives is Port Alma in Queensland. Explosives in excess of 10,000 tonnes per annum and ammonium nitrate in excess of 200,000 tonnes per annum are handled at Port Alma. The explosives imported are transported throughout Australia.

Industry considered the potential for use of Point Wilson, should it be refurbished and reopened and commented as follows:

- an alternative port to Port Alma in Queensland would certainly be viewed favourably;
- the explosives port limit, considered to currently be 1,000 tonnes, would suit commercial shipments;
- Point Wilson's location, near a major port (Melbourne) would make it an attractive route for shipping lines;
- the use of Point Wilson for importing commercial explosives would be facilitated by nearby explosives storage locations to enable off-loading and distribution.

Explosives industry members would be interested in further information in regards to the upgrade and reopening of Point Wilson and its availability for use by commercial explosives importers and suppliers. Could you please convey this information back to Defence representatives of the Australian Manufacturers of Explosives Ordnance (AMEO) group on behalf of AEISG member companies.

Yours sincerely


R A (Bob) Sheridan
CEO
AEISG

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Chemring
Australia



Combat Simulation
Systems



8th August 2018

Sara Clout
A/Project Director – Victoria/Tasmania
Capital Facilities & Infrastructure
Department of Defence

PO Box 7925 Canberra BC ACT 2600

Sent by email

Point Wilson Waterside Infrastructure Remediation Project

Dear Sara

I currently sit as Chair of the Australian Manufacturers of Explosive Ordnance (AMEO), an alliance of five Australian manufacturers of EO namely Australian Munitions, Winchester Australia, Chemring Australia, Combat Simulation Systems and Applied Explosive Technology.

The purpose of our alliance is:

1. to maximise the level of Australian Industry Content (AIC) in Explosive Ordnance (EO) products used by the Australian Defence Force (ADF). This could be through manufacture of EO using Australian owned IP, manufacture of EO using licensed IP or manufacture of EO components.
2. To jointly develop opportunities including building export markets and R & D.
3. To contribute to the development of an Australian EO policy by the Commonwealth Government to develop AIC that links to Sovereign Industry Capability as identified by the ADF.

AMEO is well advanced in identifying opportunities for an enhanced EO industry and welcomes the announcement of the Point Wilson Waterside Infrastructure Remediation Project.

We believe the re-establishment of a defence explosives waterside facility is critical to the ongoing operation and support for the ADF. Each of the AMEO companies at different times is involved in the import and export of EO and we are fully aware of the increasing limitation of port facilities in Australia, both for military and commercial uses.

AMEO fully supports the project from the point of view of enhanced capability for the safe storage and transportation of EO and wishes to record its support for the expanded use of the Point Wilson facility for related commercial and military import and export of EO.

We believe that controlled use for commercial activity will assist in the justification of the project and support the ongoing development of the facilities.

The AMEO companies experience delay and increased cost for the import and export of EO that impacts on our ability to provide cost effective and timely solutions our ADF and export customers. There is an obvious impact on the cost to transport across three states for EO imported through Port Alma, noting that the three larger AMEO manufacturers are based in Victoria.

As recent as the mid 1990's, Winchester Australia had storage facilities at Point Wilson for which it paid a commercial fee for land rental, having paid the cost to build the storage magazines. With the removal of those magazines, Winchester had to revert to using storage in Southern NSW.

Applied Explosive Technology stated that with manufacturing facilities in NSW and SA, if they were able to utilise Port Wilson for import and export of explosives it would save the company thousands of dollars in transport costs compared to shipping in Queensland.

Australian Munitions have three product groups that could be transported through the Point Wilson facility.

- High explosive exports – ability to export large quantities of high explosive (class 1.1D) from a port close to the Mulwala facility will be extremely beneficial in supporting export opportunities
- Propellants – the ability to export large quantities of propellant is reducing each year as existing ports become less accessible. Having a port that would enable propellant (class 1.3C) shipping would ensure that exports of greater than 400 tonnes per annum can continue to be exported.
- Ammunition – the ability to export small calibre ammunition (class 1.4S) is becoming tougher each year through existing ports. Having a port in close proximity to the Benalla facility that can accommodate exports of ammunition ranging from class 1.4S to 1.2C will greatly assist export opportunities.

Chemring Australia (CHA) is in competition for supply of F-35 Lightning II countermeasures into the U.S. Government (NAVAIR PMA-272). Chemring is currently in the process of capital upgrades to the advanced flare manufacturing facility at Lara to enable high volume manufacture of both the operational and tactical flare types called for under these contracts.

The storage infrastructure at Lara is best suited to short-term, quick turn-around manufacture and delivery, having been designed to meet the Commonwealth of Australia's requirements to-date. Moving forward, the U.S. Government contracts will be for supply into all JSF Partner Nations with the majority of the volume being made available for export, therefore requiring a longer-term storage solution, preferably at a sea port.

On this basis, the prospect of the redevelopment at Point Wilson is of interest to Chemring.

- Point Wilson provides storage configuration options that would otherwise have to be purpose-built at Lara.
- Storing dangerous goods off-site would limit the licence requirement at Lara and also avoid Major Hazard Facility thresholds.
- A 'higher' (or perceived higher) degree of security for foreign government owned goods.
- Convenient access to sea port.
- Does not restrict expansion plans at Lara, e.g. locations of new production and testing infrastructure.

I would be happy to provide further information or contact details of other AMEO members.

I can be contacted on [REDACTED]

Yours sincerely

[REDACTED]

Clive Pugh - General Manager – Winchester Australia

Chair AMEO