

Page 192 redacted for the following reason:

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Department of Transport

What do you think!?

Freight, Logistics and Marine Division
Department of Transport

----- Forwarded by @transport.vic.gov.au DOI on 03/09/10 09:37 AM -----

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Department of Transport

SD,

for

let

is

03/09/10 10:07 AM
DOI To DOI@VICGOV1
cc DOI@VICGOV1
bcc
Subject Re: Fw: Bastion Point - Safety audit - suggested response [4]

I think it makes sense, but ultimately it is DSE's call as the work was to assist them. is not in
today, but has been trying since Tuesday to contact about this - raised by with me on
Monday afternoon - and ask that he talk to It would appear this has not been
successful.

I suggest the following response send to and copied to

Thanks for your email

As the review is intended to assist the Minister for Environment and Climate Change in making his
decision under the *Coastal Management Act*, I suggest you ask whether this
changed proposal would suit that purpose.

(- would you be able to respond to directly)

cheers

Local Ports Transition and Integration
Department of Transport
121 Exhibition Street | Melbourne | Victoria 3000

<http://www.transport.vic.gov.au/>

DOI
03/09/10 09:38 AM
DOI To DOI@VICGOV1
cc DOI@VICGOV1
Subject Fw: Bastion Point - Safety audit



MPV/DSD@DSD
02/09/10 05:12 PM

To JOI@VICGOV1@WVG
BusRural/DSD@DSD,
cc @egipps.vic.gov.au, MPV/DSD@DSD,
/BusRural/DSD@DSD,
bcc
Subject Re: Fw: Bastion Point - Safety audit

History: This message has been replied to and forwarded.

Following further consideration of the safety aspects of the project I believe the best way forward is for us to commission Australian Maritime College to:

- Review and comment upon the response from EGS to their original report
- Review and comment upon the Operational Management Plan produced by EGS

There seems to be little sense in obtaining another report from another expert as I am sure we will get more of the same. The AMC report (although quite long) seems to be common sense.

Although there is a desire for a sign-off of the safety for the project it will have to be accepted that it is a breakwater in the ocean and there is always inherent danger when conditions are extreme.

What we should be able to cover is the level of risk under a range of circumstances.

It should also be noted that local expertise in this area is thin on the ground.

If you are comfortable with this approach I will commission AMC to do the further work.

We have received the design review and cost review which will be distributed early next week.

Regards

Department of Innovation, Industry and Regional Development
Ph:
Em: @mpv.vic.gov.au Web: www.mpv.vic.gov.au

Page 194 redacted for the following reason:

Duplicate Document

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Department of Transport



u> @egipps.vic.gov.a To @transport.vic.gov.au>
06/09/10 10:22 AM cc @transport.vic.gov.au>
bcc @transport.vic.gov.au>
Subject RE: Bastion Point - Draft minutes 26th August

Dear all, as noted in the attached minutes the issue of Native Title implications for the Bastion Point project was raised at our last meeting. I have since confirmed with the Traralgon DSE office that they have commenced the notification process for Native Title.

With respect to works on 'reserved land' (the onshore component) I can confirm that the notification process was commenced by DSE on 13 August 2010 and there is a 28 day period during which submissions will be accepted i.e. submissions to be in by 10 September 2010.

For works on 'unreserved land' (off shore component) a 40 day submission period applies. The notification commencement was again 13 August 2010 and a 40 day submission period applies, giving an end date of 22 September 2010.

Should submissions be received for either component of the works it will be East Gippsland Shire Council's responsibility to provide responses.

Regards,

1

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There seems to be little sense in obtaining another report from another expert as I am sure we will get more of the same. The AMC report (although quite long) seems to be common sense.

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Regards

E-Gate| Major Projects Victoria
Department of Innovation, Industry and Regional Development
Ph:
Em: @mpv.vic.gov.au | Web: www.mpv.vic.gov.au

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Department of Transport



DSE/VICGOV1 06/09/10 04:20 PM
To: MPV/DSD@DSD@WVG
cc: CORE/DOI@VICGOV1, CORE/DOI@VICGOV1, MPV/DSD@DSD
bcc:
Subject: Re: Fw: Bastion Point - Safety audit

History: This message has been forwarded.

From a DSE perspective we will be looking ultimately for a letter from MPV/DoT advising that the design and the construction of the boat ramp and breakwater meets the requirement of Minister Madden's EES assessment and meets the safety requirements. Minister Jennings has made it quite clear he will be looking for that assurance from his Ministerial colleague Min Falas that the design and operational and safety plan meet the required standards.

The process to provide that assurance is up to MPV/DoT. Having stated that I have no objections to AMC being used to assess the EGS design and operational plan.

regards

Public Land Division
Department of Sustainability and Environment
Level 2
8 Nicholson Street
East Melbourne

www.dse.vic.gov.au

@dse.vic.gov.au

02/09/2010 05:11:45 PM Following further consideration of the safety aspects

From: MPV/DSD@DSD
To: CORE/DOI@VICGOV1@WVG
Cc: BusRural/DSD@DSD, @egipps.vic.gov.au, DOI@VICGOV1, @gippslandports.vic.gov.au, DSE/VICGOV1@VICGOV1, DOI@VICGOV1, BusRural/DSD@DSD, DOI@VICGOV1, DSE/VICGOV1@VICGOV1, MPV/DSD@DSD
Date: 02/09/2010 05:11 PM
Subject: Re: Fw: Bastion Point - Safety audit

Following further consideration of the safety aspects of the project I believe the best way forward is for us to commission Australian Maritime College to:

- Review and comment upon the response from EGS to their original report
- Review and comment upon the Operational Management Plan produced by EGS

Date: 02/09/2010 12:36 PM
Subject: SCANNED DOCUMENT AS REQUESTED....


Save
Bastion
Point.pdf

Environment Division |
Department of Sustainability and Environment | Exempt Information 3002 |
@dse.vic.gov.au

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Information Act 1982
Department of Transport

To: DOI@VICGOV1
cc:
bcc:
Subject: Fw: SCANNED DOCUMENT AS REQUESTED....
07/09/10 02:44 PM
/DSD@DSD

History: This message has been replied to.

Hi

what are the implications of this alternative proposal???

Major Projects Victoria | Level 8, 121 Exhibition Street, Melbourne, Victoria 3000

----- Forwarded by MPV/DSD on 07/09/2010 02:43 PM -----
@mpv.vic.gov.au



DSE/VICGOV1
@VICGOV1
02/09/2010 03:59 PM

To: DOI@VICGOV1
cc: DOI@VICGOV1,
MPV/DSD@DSD,
DSE/VICGOV1@VICGOV1,
DSE/VICGOV1@VICGOV1,
SusRural/DSD@DSD

Subject: Fw: SCANNED DOCUMENT AS REQUESTED....

The Minister met with the VNPA and the Friends of Malacotta the other day. I was not present but they gave him a package (attached) which proposed a revised proposal. I have not looked at the documents but so we are all in the loop I am sending it across. I will need with your help to come to some conclusions whether it is a viable alternative option. I will get asked at the end of the day by the Minister. Do you want it formally sent across.

regards

Public Land Division
Department of Sustainability and Environment
Level 2
8 Nicholson Street
East Melbourne

@dse.vic.gov.au
www.dse.vic.gov.au
----- Forwarded by DSE/VICGOV1 on 02/09/2010 03:55 PM -----

From: DSE/VICGOV1
To: /DSE/VICGOV1@VICGOV1

DOI
15/09/10 03:35 PM
To MPV/DSD@DSD,
BusRural/DSD@DSn
cc MPV/DSD@DSD,
@egipps.vic.gov.au
bcc
Subject Fw: DRAFT RIDF APPLICATION: MALLACOOTA OCEAN
ACCESS BOAT RAMP

History:  This message has been replied to.

Regards

Project Manager Local Ports
Department of Transport
L11/121 Exhibition Street MELBOURNE 3000.

<http://www.transport.vic.gov.au/>
----- Forwarded by

DOI on 15/09/10 03:32 PM -----



u> @egipps.vic.gov.a To @transport.vic.gov.au
15/09/10 03:28 PM cc @egipps.vic.gov.au>, "Chris
@rdv.vic.gov.au>
@diird.vic.gov.au>
Subject DRAFT RIDF APPLICATION: MALLACOOTA OCEAN
ACCESS BOAT RAMP

Hi

has asked that the attached draft RIDF application be distributed to PDG members
this afternoon in advance of the meeting scheduled for 9am tomorrow (16/09/10).


I would appreciate if you could do that.

Regards

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Department of Transport

Major Projects and Economic Development 

East Gippsland Shire Council

 P:
Bairnsdale, Vic 3875

 PO Box 1618,

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East Gippsland Shire Council

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visit <http://www.mci.com> egsclogo.gif YoWilG-Bronze-Partner.jpg



Mallecoola Ocean Access RIDF Application Sept 2010.DOC

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Information Act 1982
Department of Transport

DOI
15/09/10 04:04 PM
To DOI@VICGOV1
cc Terry Garwood/CORE/DOI@VICGOV1
bcc
Subject Bastion Point Operating Costs

I had a talk with [redacted] about this. The Shire is proposing to have fees for commercial users but no fees for recreational users. They do not expect that the fees they raise will completely cover costs, but have no intention to apply for assistance with that from the State. They said they recognised that there is no source of recurrent funding for boat ramps. I also checked that they were not assuming Gippsland Ports would be doing some of the work - explained that GP had no funds to do so - and he said the only assumption they have made is that GP would maintain the navigation aid - which I am sure they can do within their current budget.

So I think we can consider this issue resolved.

Regards

Project Manager Local Ports
Department of Transport
L11/121 Exhibition Street MELBOURNE 3000.

<http://www.transport.vic.gov.au/>

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Department of Transport



DSE/VICGOV1
16/09/10 12:41 PM

To @egipps.vic.gov.au>
cc DSE/VICGOV1@VICGOV1,
DOI@VICGOV1,
DSE/VICGOV1@VICGOV1,
bcc
Subject RE: Fw: Bastion Point

History: This message has been forwarded.

The application should be sent to me and I will deal with the internal arrangements.

The issues of the design review, safety review, operational management, cultural heritage, native title, native vegetation, coastal vulnerability study, the assessment of the alternative design which has been submitted by the local group, etc will need to form part of the application. They will need to be submitted by the proponent (ie EGS) to DSE.

If this information is not submitted as part of the application DSE will place the application on hold until all the information is received. While it is acknowledged that some of the works are being done by other parties but it is incumbent on the proponent to ensure the information is submitted to DSE. DSE will then assess if it has sufficient and appropriate information to enable the department to prepare a report to be for the Minister's consideration.

I have just discussed the timing of the Minister's consideration with his office and the advice is that he would not consider the application during a caretaker period.

Happy to discuss

regards

Public Land Division
Department of Sustainability and Environment
Level 2
8 Nicholson Street
East Melbourne

www.dse.vic.gov.au

can you please advise who I should address the Coastal Management Act consent application to. I also wanted to confirm that issues such as review of design and costings, review of safety issues, review of operational management plan etc will be considered in parallel with, but do not need to form part of, my submission.

Regards,

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DOI
20/09/10 04:42 PM
To DOI@VICGOV1
cc
bcc
Subject Fw: RIDF Bastion Point

History: This message has been replied to.

Intergovernmental Relations
Department of Transport - Victoria

@transport.vic.gov.au

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----- Forwarded by DOI on 20/09/10 04:42 PM -----



@egipps.vic.gov.a
20/09/10 03:10 PM
To @transport.vic.gov.au>
cc @transport.vic.gov.au>, @egipps.vic.gov.au>
Subject RIDF Bastion Point

I'd appreciate if you could call me back urgently.

Seems a lot of discussion between Government Departments today. Seems RDV want a max \$3.2m from RIDF and have briefed their Minister accordingly.

Regards

East Gippsland Shire Council

Bairnsdale, Vic 3875

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Major Projects and Economic Development



PO Box 1618,

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East Gippsland Shire Council

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Department of Transport

DOI
20/09/10 05:04 PM

To DOI@VICGOV1
cc
bcc
Subject Fw: RIDF Bastion Point

Intergovernmental Relations
Department of Transport - Victoria

@transport.vic.gov.au

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----- Forwarded by

DOI on 20/09/10 04:41 PM



u>

@egipps.vic.gov.a

To

@transport.vic.gov.au>

20/09/10 03:10 PM

cc

@transport.vic.gov.au>

@egipps.vic.gov.au>

Subject RIDF Bastion Point

I'd appreciate if you could call me back urgently.

Seems a lot of discussion between Government Departments today. Seems RDV want a max \$3.2m from RIDF and have briefed their Minister accordingly.

Regards

East Gippsland Shire Council

Bairnsdale, Vic 3875

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and Economic Development ■



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Department of Transport



u> @egipps.vic.gov.a
04/10/10 08:52 AM

To @diird.vic.gov.au>
@rdv.vic.gov.au>
cc @egipps.vic.gov.au>
'@egipps.vic.gov.au>
bcc
Subject Mallacoota Ocean Access RIDF Application 1 Oct 2010

History: This message has been forwarded.

Hi

Here is the revised RIDF application (v3), which I have prepared following our discussion last week. has cleared it for transmission on the basis that it is a draft for discussion purposes.

I understand that the final version will need to be with RDV on Wednesday 6/10/10 so that it can be processed in time for consideration at the next Regional Infrastructure Development Committee (RIDC) meeting. Please note that the final will need to be approved by

Please note that the most substantial change to the application relates to the amount of RIDF funding sought. This follows a discussion last week between I have noted your request to include a plan of the proposed Mallacoota Ocean Access Boat ramp in the body of the application. I'll attend to that today. I'll also send through the detailed construction drawings, which can be included as an attachment to the application.

I'd appreciate if you could review the attached application and if you could provide any comments to me today.

Regards

East Gippsland Shire Council

Bairnsdale, Vic 3875

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Major Projects and Economic Development

PO Box 1618,


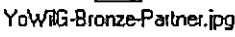
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East Gippsland Shire Council

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visit <http://www.mci.com>  



Mallacoota Ocean Access RIDF Application 1 Oct 2010.DOC

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Department of Transport

MPV/DSD@DSD To DOI@VICGOV1@WVG
06/10/10 04:17 PM cc CORE/DOI@VICGOV1
MPV/DSD@DSD
bcc
Subject Re: Agenda for tomorrows meeting

History: This message has been replied to.

I have to front DIIRD's audit committee tomorrow around 9.30am so may struggle to attend- will try to be there for the beginning

cheers

Major Projects Victoria | Level 8, 121 Exhibition Street, Melbourne, Victoria 3000

DOI@VICGOV1

GOV1 DOI@VIC To BusRural/DSD@DSD,
06/10/2010 04:09 PM @egipps.vic.gov.au, MPV/DSD@DSD,
BusRural/DSD@DSD,
MPV/DSD@DSD,
DOI@VICGOV1
@gippslandports.vic.gov.au,
DSE/VICGOV1@VICGOV1,
MPV/DSD@DSD,
DOI@VICGOV1, @egipps.vic.gov.au,
DOI@VICGOV1
cc DOI@VICGOV1
Subject: Agenda for tomorrows meeting



Bastion Point Project Development Group Agenda 7 October 2010.doc

Regards

Project Manager Local Ports
Department of Transport
L11/121 Exhibition Street MELBOURNE 3000.

<http://www.transport.vic.gov.au/>

- CMA Consent - to be submitted 17/9

4. Other issues (not covered in above)

- Project Control Group meeting 13.9.2010
- Minutes of meeting to be circulated 17.9.2010 (MPV)
- Advise Minister of Roads and Ports of potential shortfall(DOT) asap
- Project Schedule
Revised Project Schedule, including approval and permits process, and Communication Strategy, to be updated and circulated after meeting (MPV)
- Alternate design
- Request EGSC to review and respond to alternate proposal (DOT) asap

5. Other business

6. Next steps

7. Next meeting

Documents circulated prior to or with Agenda

1. Adopted minutes of meeting 26th August 2010
2. Draft minutes of meeting 16th September 2010
3. Updated Project Schedule

Agenda

Bastion Point Project Development Group

9am, 7 October 2010

Room 1, Level 10, 121 Exhibition Street, Melbourne

Attendees

DOT: Freight Logistics and Marine
Intergovernmental Relations
Intergovernmental Relations, DOT
Local Ports Project Manager
East Gippsland Shire (EGS):
- BY PHONE
DSE: Bastion Point - BY PHONE
Public Land
Senior Project Officer, Coastal Policy & Planning
MPV: MPV
Project Management Group
DIIRD: Infrastructure Development
Gippsland Ports: BY PHONE

Apologies

Major Projects, Infrastructure Development

1. Introduction

2. Previous minutes

3. Actions from previous meeting

- Response to safety audit
 - Complete review of response to Safety Audit and Operating Plan and circulate by 17/9/2010 (MPV)
- Peer review of design
 - Resolve differences between original design and peer review and report back. 24/9/2010 (MPV)
- Governance
 - Governance plan to be circulated within week for comments (24.9.2010) and comments back to MPV (1.10.2010)
- Clarification of permit and approval requirements (EGSC)
 - Planning permit amendment sought – has it been granted?
 - Cultural Heritage Management Plan approval – to be submitted 17/9
 - Native Title – will know if any submissions after 22/9

Many thanks

Boating Safety and Facilities Program
Freight Logistics and Marine
Department of Transport

PO Box 2797, Melbourne Vic 3001

@transport.vic.gov.au
W www.transport.vic.gov.au/grants

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07/10/10 03:21 PM 'DOI To 'DOI@VICGOV1
cc
bcc
Subject Re: Referral of questions about funding of Bastion Point

History: This message has been replied to.

Hi

Sorry to bother you on your last day in the office, but just following up on the earlier query.

I just wondered if you have a set process you would like us to follow if we receive calls from the public about Bastion Point once the projects are announced?

many thanks

Boating Safety and Facilities Program
Freight Logistics and Marine
Department of Transport

PO Box 2797, Melbourne Vic 3001

@transport.vic.gov.au
W www.transport.vic.gov.au/grants

04/10/10 03:32 PM 'DOI To 'DOI
CORE/DOI cc
Subject Referral of questions about funding of Bastion Point

Hi

I have just received the Minister's approval for the grants funding under the BSFP. We will prepare letters accordingly.

We feel that funding Bastion Point will generate considerable public interest - we are currently working with Public Affairs to develop a proposed Q&A script for responses to questions but I wondered if you would prefer that all queries about BP are referred to the DOT working group?

Can you let me have your thoughts please?

21/10/10 12:08 PM DOI To DOI@VICGOV1,
DOI@VICGOV1,
DOI@VICGOV1,
cc
bcc
Subject Treasurer's approval of Bastion Point funding

Hello all

Treasurer's approval of the \$1.5m for Bastion Point in the attached letter.



20101021124519777.pdf

regards

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Department of Transport



The Treasurer of Victoria

1 Treasury Place
Melbourne Victoria 3002
Telephone: (03) 9651 6255
Facsimile: (03) 9651 0759
DX 210759

Our Ref:

Tim Pallas MP
Minister for Roads and Ports
Level 16, 121 Exhibition Street
MELBOURNE VIC 3000

Dear ^{Tim}~~Minister~~

\$1.5 MILLION FOR THE BASTION POINT OCEAN ACCESS BOAT RAMP

Thank you for your letter of 19 October 2010 requesting the release of \$1.5 million from the Department of Transport's prior year's surplus to contribute towards the \$6.5 million capital cost of an ocean access boat ramp at Bastion Point, near Mallacoota.

I approve the release of these funds.

Should your officers have any questions about this matter, they should contact Budget and Financial Management Division, on

Yours sincerely

JOHN LENDERS MP
Treasurer



22/10/10 05:04 PM DOI To BusRural/DSD@DSD,
@egipps.vic.gov.au
BusRural/DSD@DSD,
cc
bcc
Subject Bastion Point - Agenda and Minutes for meeting on 26th
October



Bastion Point Project Development Group Agenda 26 October 2010.docm



Bastion Point Project Development Group Minutes 22 October 2010.DOC



Bastion Point Project Development Group Minutes 21 October 2010.DOC

Regards

Project Manager Local Ports
Department of Transport
111/121 Exhibition Street MELBOURNE 3000.

<http://www.transport.vic.gov.au/>

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Agenda

Bastion Point Project Development Group

11.30am 26 October 2010

Room 7, Level 11, 121 Exhibition Street, Melbourne

Invitees

DOT:

Freight Logistics and Marine
Intergovernmental Relations
Intergovernmental Relations, DOT
Local Ports Project Manager

East Gippsland Shire (EGS):

Bastion Point BY PHONE
- BY PHONE

DSE:

Public Land

DIIRD:

Infrastructure Development
Major Projects, Infrastructure Development

MPV:

MPV
Project Management Group

Gippsland Ports (GP)

Apologies

MPV:

1. Previous minutes

The minutes of the meeting of 21/10/2010 and 22/10/2010 circulated

2. Issues update

- Peer review of design timetable for resolution
- Safety Audit review
- Governance plan
- Project Budget – feedback from Currie & Brown

3. Next Meeting

- MPV advised that the design had been forwarded to Currie and Brown for cost evaluation, which is expected to be available early next week.
 - A discussion then was held on the Safety Audit review, but this was somewhat hampered because Delia Taylor was not present, and she was the main contact on this aspect of the work within MPV. In particular, concern was expressed that the review did not have the benefit of the final design plans, and was heavily conditional in some of its advice.
 - Governance
No information on this – to be discussed at next meeting.
 - Clarification of permit and approval requirements
Cultural Heritage Management Plan – DIIRD advised that they had rung AAV, who are happy to meet up with EGSC in the next week to discuss.
 - Project budget
 - Not discussed.
- 5. Next meeting**
- Early next week, with details to be arranged by DOT at the conclusion of the meeting.

Minutes

Bastion Point Project Development Group

9am, 22 October 2010

Room 1, Level 10, 121 Exhibition Street, Melbourne

Attendees

DOT: Intergovernmental Relations Chair
Local Ports Project Manager

East Gippsland Shire (EGS): Bastion Point – via phone

DSE: Public Land

DIIRD: Infrastructure Development
Major Projects, Infrastructure Development, DIIRD

MPV: MPV

Apologies

MPV: Project Management Group

DOT: Freight Logistics and Marine

EGSC

DOT: Intergovernmental Relations

Gippsland Ports
via phone

1. Issues outstanding from 21.10.2010

- Peer Review of Design/Safety Review
- EGSC advised that had not yet discussed the 3rd option, developed by Aurecon and submitted yesterday, with either CES or Aurecon.
- MPV detailed the evolution of the design process, including the review, and the issues that had arisen. In brief these were
 - Different design approaches - Original designer, CES, had designed the breakwater via the use of modelling work at Adelaide University; reviewer Aurecon has used a more conventional structural engineering approach.

- It was agreed to reconvene this group asap, with MPV present, to discuss and resolve how these issues can be sorted out and completed to every party's satisfaction.

ACTION	WHO	BY WHEN
DOT to convene a meeting for tomorrow morning at 9am	DOT	asap

- Governance

No information on this – to be discussed at next meeting.

- Clarification of permit and approval requirements

Cultural Heritage Management Plan – EGSC advised that they had withdrawn the application yesterday after advice from their consultants that AAV had several issues with it in its current form. EGSC to meet with AAV in the next week or so and go through the issues prior to submitting an amended/new plan. DIIRD offered to phone AAV and discuss.

ACTION	WHO	BY WHEN
EGSC to meet with AAV	EGSC	29.10.2010
DIIRD to phone AAV	DIIRD	asap

Native Title – no submissions received so this can be considered resolved.

CMA Consent – DSE advised that a letter seeking additional information from EGSC had been sent. Also advised that Water Technology had been contracted to peer review the Coastal Vulnerability Assessment, and were expected to start work shortly for work that would take approximately a week to complete.

3. Other issues (not covered above)

Funding – both DIIRD and DOT advised that the different applications were still under consideration.

Project budget to be discussed at the next meeting.

5. Next meeting

9am Friday 22nd October Level 10, Room 1, 121 Exhibition Street Melbourne

Minutes

Bastion Point Project Development Group

9am, 21 October 2010

Room 1, Level 10, 121 Exhibition Street, Melbourne

Attendees

DOT: Intergovernmental Relations Chair
Intergovernmental Relations
Local Ports Project Manager

East Gippsland Shire (EGS): Bastion Point via phone

DSE: Public Land

DIIRD: Infrastructure Development
Gippsland Ports

Apologies

MPV: Project Management Group
MPV

DOT: Freight Logistics and Marine

EGSC: -via phone

DIIRD: Major Projects, Infrastructure Development, DIIRD

1. Previous minutes

The previous minutes were accepted.

2. Actions from previous meeting

- Peer Review of Design/Safety Review
- A discussion on where this was up to was had. DOT provided the advice as relayed from MPV that there was a third design under consideration. EGSC advised on their understanding of the status of the design review, which they had only been briefed on yesterday.
- DSE queried the review of the Safety Audit/Operation Management Plan which was heavily qualified with the statement that they had not seen the final design, and were making assumptions on that. The question was – how much weight can be given to it? DOT asked the question 'Why didn't they have the final designs?'
- The implication of any change in design on the costing was also discussed.

"Regional Victoria is growing faster than it has in decades, that's why the Brumby Labor Government is delivering a blueprint for growth in regional Victoria that invests in job-creating infrastructure and supports new jobs and investments in cities and towns across the State," Mr Pallas said.

"The ocean access boat ramp at Bastion Point will provide important infrastructure required for safer launching into deep waters for commercial fishing and recreational boaters.

"This will be a great boost for the region and encourage more visitors and boat users to the area, boosting local tourism and the economy.

"Boat access to the ocean is vital for Mallacoota due to the region's emerging marine tourism industry, the existing commercial fishing industry and increasing recreational boating demands."

Subject to relevant approvals, the Bastion Point development will include:

- Redevelopment of the access road;
- Development of car and boat trailer parking;
- Compliance with cultural heritage requirements;
- Offset planting to compensate for vegetation removal;
- Provision of public amenities, including toilets; and
- Within a fissure on the rock shelf, creation of a two lane boat ramp protected by a 130-metre rock sea wall.

Mr Pallas said the East Gippsland Shire was the proponent of the project and would provide on-site supervision, with Major Projects Victoria directed to act as the project manager.

"The design of the boat ramp is based on minimising the size and impact of the development, while greatly improving safety and access," he said.

The Brumby Labor Government funding is being provided through the *Regional Infrastructure Development Fund* and the *Boating Safety and Facilities Program*. East Gippsland Shire Council will contribute \$300,000 for a car parking upgrade.

The funding is subject to multiple statutory approvals, including cultural heritage consents and approval under the *Coastal Management Act*.

"We understand the project is required to achieve extensive approvals, which consider its expected benefits and impacts, as well as provide reassurance that it's being planned and delivered in an environmentally sensitive way," Mr Pallas said.



271010 - \$6.5 Million For Safer Boat Ramp At Bastion Point.doc

Media contact:

www.premier.vic.gov.au

@VICMIN To DOI@VICGOV1
27/10/10 02:37 PM cc DOI@VICGOV1,
MPV/DSD@DSD
bcc
Subject Fw: Pallas: \$6.5 Million For Safer Boat Ramp At Bastion Point

Hi Jo

As discussed, this release has just gone out.

Can you please contact East Gippsland Shire to advise of their success with the funding.

Many thanks,

Office of Minister Tim Pallas
Minister for Roads and Ports

Level 16, 121 Exhibition Street
Melbourne Vic 3000

----- Forwarded by

on 27/10/10 02:36 PM -----



VICMIN
27/10/10 02:32 PM

To
cc
Subject Pallas: \$6.5 Million For Safer Boat Ramp At Bastion Point

sent to Gippsland

Media release

From the Minister for Roads and Ports

Wednesday, 27 October, 2010

\$6.5 MILLION FOR SAFER BOAT RAMP AT BASTION POINT

A new ocean access boat ramp will be developed at Bastion Point, subject to required planning and environmental approvals, thanks to funding from the Brumby Labor Government.

Roads and Ports Minister Tim Pallas today announced \$6.2 million for the boat ramp and said the contemporary new facility would improve the safety of swimmers and beach users by separating them from where boats are launched.

10/09/10 04:45 PM DOI To @egipps.vic.gov.au
cc
bcc
Subject Operational Management Plan

Hi

I have had a look at the draft estimated operational management costs, and added some comments and questions as per the attached. how many launches are what fees are you assuming you would raise per annum? ie to what degree is it self supporting? And it is not clear to me what works GP are undertaking? I assume you will enter into a contract arrangement with them to undertake whatever component they are doing.



Gippsland Ports estimate of operating costs Comments.xlsx

Thanks

Regards

Project Manager Local Ports
Department of Transport
L11/121 Exhibition Street MELBOURNE 3000.

<http://www.transport.vic.gov.au/>

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Department of Transport

MPV/DSD@DSD
10/09/10 04:25 PM

To
cc
bcc
Subject

DOI@VICGOV1@WVG
>@egipps.vic.gov.au>
MPV/DSD@DSD
Re: BPBR Design and Cost Reviews

Hi

Obviously Currie and Brown had to form a view about the base design cost before bending it to other scenarios. It's the base design we're testing.

I've now sent you the further, and anticipated final version, of the Aurecon design review. The previous version which covered everything except the wave modelling, which EGS's designers hadn't previously been able to supply for review.

I've read the first Aurecon report and, being competent to form a view about construction issues, understand the advice as going to straight forward specification and design substitutions, not significant redesign per se. I don't see the Aurecon advice affecting the project fundamentals established by EGS.

Regards, Delia

Major Projects Victoria
Department of Innovation, Industry and Regional Development
Ph:
Em: @mpv.vic.gov.au | Web: www.mpv.vic.gov.au

DOI@VICGOV1

GOV1
10/09/2010 02:55 PM

To
cc
Subject

DOI@VIC
MPV/DSD@DSD@WVG
>@egipps.vic.gov.au>
MPV/DSD@DSD
Re: BPBR Design and Cost Reviews

Hi

I was of the understanding that the final cost review was to be completed when the design review was complete? Has Currie and Brown seen the design review? and if so, do they agree with your view that the implications of Aurecons comments are not a huge issue? if not, it would be worth getting a comment from them on what they think the implications would be on costing.

When will that design review be finalised? and how will the original designer respond to it? - this last question is probably directed to

Regards

Project Manager Local Ports

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Department of Transport

Department of Transport
L11/121 Exhibition Street MELBOURNE 3000.
T (03) 9655 9784 Wed - Fri M 0428 348 447 F (03) 9655 2074

<http://www.transport.vic.gov.au/>
Delia Taylor/MPV/DSD@DSD

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Information Act 1982
Department of Transport

Pages 4 through 30 redacted for the following reasons:

30(1), 34(4)(a)
34(4)(a)
34(4)(a), 30(1)
Duplicate Document, 34(4)(a)

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Department of Transport

06/09/10 05:24 PM
DOI To DOI@VICGOV1,
DOI@VICGOV1
cc
bcc
Subject Fw: Bastion Point - Safety audit

And in putting together our advice will will review all the documentation including the AMC assessment

Freight, Logistics and Marine Division
Department of Transport

----- Forwarded by @transport.vic.gov.au
DOI on 06/09/10 05:23 PM
MPV/DSD@DSD@WVG
CORE/DOI@VICGOV1,
DOI@VICGOV1,
MPV/DSD@DSD
Subject Re: Fw: Bastion Point - Safety audit



06/09/10 04:20 PM
DSE/VICGOV1

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From a DSE perspective we will be looking ultimately for a letter from MPV/DoT advising that the design and the construction of the boat ramp and breakwater meets the requirement of Minister Madden's EES assessment and meets the safety requirements. Minister Jennings has made it quite clear he will be looking for that assurance from his Ministerial colleague Min Pallas that the design and operational and safety plan meet the required standards.

The process to provide that assurance is up to MPV/DoT. Having stated that I have no objections to AMC being used to assess the EGS design and operational plan.

regards

.....

Public Land Division
Department of Sustainability and Environment
Level 2
8 Nicholson Street
East Melbourne

www.dse.vic.gov.au @dse.vic.gov.au

--02/09/2010 05:11:45 PM-- Following further consideration of the safety aspects

From: /MPV/DSD@DSD
To: DOI@VICGOV1@WVG
Cc: BusRural/DSD@DSD, @egipps.vic.gov.au,
MPV/DSD@DSD, BusRural/DSD@DSD,
@egipps.vic.gov.au>, /DOI@VICGOV1,
DOI@VICGOV1, CORE/DOI@VICGOV1,
@gippslandports.vic.gov.au DSE/VICGOV1@VICGOV1,
DSE/VICGOV1@VICGOV1,
CORE/DOI@VICGOV1 MPV/DSD@DSD,
Date: 02/09/2010 05:11 PM
Subject: Re: Fw: Bastion Point - Safety audit

Following further consideration of the safety aspects of the project I believe the best way forward is for us to commission Australian Maritime College to:

- Review and comment upon the response from EGS to their original report
- Review and comment upon the Operational Management Plan produced by EGS

There seems to be little sense in obtaining another report from another expert as I am sure we will get more of the same. The AMC report (although quite long) seems to be common sense.

Although there is a desire for a sign-off of the safety for the project it will have to be accepted that it is a breakwater in the ocean and there is always inherent danger when conditions are extreme.

What we should be able to cover is the level of risk under a range of circumstances.

It should also be noted that local expertise in this area is thin on the ground.

If you are comfortable with this approach I will commission AMC to do the further work.

We have received the design review and cost review which will be distributed early next week.

Regards

E-Gate| Major Projects Victoria
Department of Innovation, Industry and Regional Development
Ph:
Em: @mpv.vic.gov.au | Web: www.mpv.vic.gov.au

Although there is a desire for a sign-off of the safety for the project it will have to be accepted that it is a breakwater in the ocean and there is always inherent danger when conditions are extreme.

What we should be able to cover is the level of risk under a range of circumstances.

It should also be noted that local expertise in this area is thin on the ground.

If you are comfortable with this approach I will commission AMC to do the further work.

We have received the design review and cost review which will be distributed early next week.

Regards

: E-Gate| Major Projects Victoria
Department of Innovation, Industry and Regional Development
Ph:
Em: [@mpv.vic.gov.au](mailto:mpv.vic.gov.au) | Web: www.mpv.vic.gov.au

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Department of Transport

CORE/DOI
03/09/10 11:40 AM

To MPV/DSD@DSD@WVG
cc DOI@VICGOV1,
CORE/DOI@VICGOV1,
DSE/VICGOV1@VICGOV1,
bcc
Subject Re: Fw: Bastion Point - Safety audit

Thanks for your email - the approach looks fine to me.

However, as the review is intended to assist the Minister for Environment and Climate Change in making his decision under the *Coastal Management Act*, I suggest you ask whether this approach would suit that purpose.

- would you be able to respond to (directly)

cheers

Freight, Logistics and Marine Division
Department of Transport

@transport.vic.gov.au
'MPV/DSD@DSD



MPV/DSD@DSD
02/09/10 05:12 PM

To

DOI@VICGOV1@WVG

cc

BusRural/DSD@DSD,
'@egipps.vic.gov.au,
BusRural/DSD@DSD,
'@egipps.vic.gov.au>
DOI@VICGOV1,
Pepperell/CORE/DOI@VICGOV1,
DOI@VICGOV1,
'@gippslandports.vic.gov.au,
DSE/VICGOV1@VICGOV1,
'DSE/VICGOV1@VICGOV1,
'MPV/DSD@DSD,
DOI@VICGOV1

Subject Re: Fw: Bastion Point - Safety audit

Following further consideration of the safety aspects of the project I believe the best way forward is for us to commission Australian Maritime College to:

- Review and comment upon the response from EGS to their original report
- Review and comment upon the Operational Management Plan produced by EGS

There seems to be little sense in obtaining another report from another expert as I am sure we will get more of the same. The AMC report (although quite long) seems to be common sense.

Page 35 redacted for the following reason:

Duplicate Document

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14/07/10 11:11 AM
DOI To DOI@VICGOV1
cc
bcc
Subject Bastion Point

Hello

I'm not sure if you have a phone at present or are between desks .

Please give me a call on my mobile phone about Bastion Point when you have opportunity. In the meantime could you note the following urgent tasks:

Briefing to the Minister

The Minister's Office is keen to get a briefing as soon as possible. The key issue is timing of announcement of funding and its relationship with approvals and permits. The Minister's Office is particularly keen to see the approval processes detailed. I have said that we will get one to them mid next week. Could you commence preparation of the briefing? (DOT Legal wants to co-sign. I have said to them that this is a matter for as it does have potential to delay the briefing considerably.)

Minutes of meeting

I sent you a copy of the draft minutes. Please make your changes as soon as possible.

Approvals and permits

Could you talk to MPV - to ensure that they are working out timing of approvals etc with DPCD. I spoke to yesterday, that he would need to make the contact, but if he is failing to do so, could you?

Gippsland Ports

I was talking to yesterday about a range of matters including Bastion Point. It is possible that the operation of the ramp could eventually fall to GP and I noted this. However DOT would not do so unless operation and maintenance funding was secured from Government, including the cost of periodic maintenance. will get his team to start to work on these costs. I said you will make contact with him about this. It would be good to have a high level estimate early next week. In doing this you should note that the safety audit does have recommendations that affect ops costs. I will send it by separate email. Revenue estimates should also be made - with GP's assistance.

Kind regards

Local Ports Transition and Integration
Freight Logistics and Marine Division
Department of Transport

----- Forwarded by DOI on 14/07/10 10:51 AM -----

CORE/DOI
12/07/10 06:08 PM To DOI
cc DOI@VICGOV1
Subject Information for Meeting with the Minister

Hi all,

I am just putting together a couple of paragraphs for Terry's meeting with the Minister and was hoping you could help out with an update about your project.

WIFT - Where are we at with the consultants report/route assessment/options
Local Ports - Where are we at?
Bastion Point - When will we be in a position to announce funding of this???
Ports Integration - Where are we at??

Sorry about the short notice, however if you could send this to me ASAP that would be great, just a few lines is all we need.

cheers,

Senior Project Officer
Freight, Logistics and Marine Division
Department of Transport
11/121 Exhibition Street
Melbourne Vic 3000

@transport.vic.gov.au

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Department of Transport

Hello

There was a meeting on Bastion Point this morning. The notes below are based on discussion at that meeting.

Bastion Point

- DOT is currently working with Council and MPV to determine timing of requests for funding to both RIDF and the Boating Safety and Facilities Program.
- Prior to presentation of the project for capital (construction) funding the following needs to be completed.
 - The design and cost of the project is to be reviewed. Design and cost are currently being reviewed via Major Projects Victoria. MPV is yet to advise on the timing of completion of these reviews.
 - Governance of the project must be determined. MPV is to prepare a governance plan. At this stage it is assumed that Council will remain as operator of the facility.
 - Council must endorse the project. A meeting is scheduled for 3 August and subsequent meetings on the first Tuesday of the month. The CEO of Council is considering whether a partial endorsement can be achieved on 3 August - eg subject to permit outcomes. His current view is that Council should consider a final proposal with permits in place.
- There are significant permits and approval processes. These include specific purposes permits and approvals such as vegetation removal and cultural heritage permits, then a planning permit, followed by consent under the Coastal Management Act. Of these the planning permit has significant potential timing consequences for the project. It is expected that there will be considerable opposition to the project and that Minister will need to call the project in. MPV is currently working with Council to determine project timings.
- Council is also likely to be interested in the operational costs of the facility. These would all be met by the facility operator/manager, currently Council. The ramp is expected to have significant operational costs, such as monitoring and maintenance of the facility including dredging. DOT and GP will work with EGS to assist in determining operational costs. It should be noted that should consideration be given to the local port manager operating the facility, there is no capacity to meet operational costs of the Bastion Point ramp in the local ports program. As you are aware that program is already operating with a serious shortfall of funding.

Local Ports Transition and Integration
Freight Logistics and Marine Division
Department of Transport

DOI

CORE/DOI

12/07/10 11:06 AM

To CORE/DOI@VICGOV1,
CORE/DOI@VICGOV1,
CORE/DOI@VICGOV1

cc

Subject Information for Meeting with the Minister

Pages 40 through 42 redacted for the following reasons:

Duplicate Document

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Department of Transport

E-mail Message

From: =CORE/O=DOI]
To: OU=DSE/O=VICGOV1@VICGOV1]
Cc: =MPV/O=DSD@DSD],
DSE/O=VICGOV1@VICGOV1],
CORE/O=DOI@VICGOV1],
@egipps.vic.gov.au]
Sent: 13/07/2010 at 4:09 PM
Received: 13/07/2010 at 4:09 PM
Subject: Bastion Point PDG - DPCD participation

Dear

As you may be aware, following the Minister for Planning's assessment last year, East Gippsland Shire (EGS) is further developing the Bastion Point project. Earlier this year DOT formed a Project Development Group to assist the Shire. Major Projects Victoria (MPV) is assisting the Shire with project management.

It would be appreciated if you could attend meetings of the group during the balance of the project development phase to advise on approval processes. You will shortly receive a meeting invitation for the next PDG on Wednesday 21 July at 9am.

_____ of MPV, _____ of the Department of Sustainability and Environment and _____ of EGS will also contact you in the interim to meet to discuss a schedule of project approval processes.

Please call me if you have any queries.

cheers,

Freight, Logistics and Marine Division
Department of Transport
Ph:
Fax:

transport.vic.gov.au

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Department of Transport

Page 44 redacted for the following reason:

Duplicate Document

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Department of Transport

08/07/10 02:36 PM DOI To DOI@vicgov1@VICGOV1,
DOI@VICGOV1
cc
bcc
Subject Bastion Point

Attached is the link to the MiBs database (which includes, PPQ, Briefings and Correspondence)



has also asked me to pass on some notes re Bastion Point.

has asked that the briefing your team is preparing include
Outline all steps to the earliest possible time that the Minister could announce funding?
Outline the options for funding e.g Option 1 - All funding to come from RIDF, Option 2 - part from BSGP and remainder from RIDF
Outline how money from the BSGP could be accessed? How we would be seen to be acting appropriately when accessing funds from BSGP. eg do we reduce the funding available to the program and take the money before submissions are assessed??
Are there other administrative ways that we might be able to allocate money from the BSGP (pre commitment etc)

MPV indicated to that it would take a week to assess the options, can we please contact MPV and ask them to forward a note explaining why it will take 2 weeks and if there are any options to speed this up.

cheers,

Senior Project Officer
Freight, Logistics and Marine Division
Department of Transport
11/121 Exhibition Street
Melbourne Vic 3000

@transport.vic.gov.au

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Item 5 Project Timeframe

- It was noted that the design of the facility was dependent on the Safety audit.

Item 6 Other business

- There was no other business.

Item 7 Next meeting

- Monday 12 April 2010.

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MINUTES

Bastion Point Project Development Group (PDG)

Monday 22 March 2010

11am- 12pm

Level 11, Room 7, 121 Exhibition St Melbourne

Attendance

(DIIRD), (Chairman – DOT), (MPV),
(DOT), (DOT), (DOT) and

Item 1 Apologies
(DSE), (DIIRD) and (DOT)

Item 2 Welcome

- outlined the history of the Bastion Point project.
- It was noted that the project is not funded and that the Supreme Court has deferred it's consideration of the Minister for Planning's Assessment of the project until 10 May 2010.

Item 3 Terms of Reference (TOR)

- It was suggested that the following text is added to the TOR. "The PDG was established to assist the Shire in its role as proponent for the project. DOT will lead any funding submission and the budget management on behalf of the Shire."
- The PDG agreed to add the following new members to its group:
 - East Gippsland Shire;
 - Gippsland Ports; and
 - Major Projects Victoria

ACTIONS: 1. to arrange meeting between DOT and East Gippsland Shire.
2. to discuss with Gippsland Ports its involvement with the PDG.

Item 4 Project Update

- Following the Minister for Planning's Assessment, Marine Safety Victoria (MSV) has engaged a consultant to undertake a safety audit of the proposed development.
- East Gippsland Shire is currently developing its design for the proposed facility and the associated infrastructure with the assistance of some funding from RDV. The design work is expected to be completed in May.
- East Gippsland Shire has been in contact with the MSV safety audit consultant.

ACTIONS: 1. to circulate a status update of the audit and, if possible, a copy of draft findings to date.
2. to advise the PDG (via _____) of the design consultancy arrangements.

- Options for MPV involvement in the project was discussed. MPV will discuss separately with the Shire and prepare a paper on its role in the project for discussion at the next meeting.
- The Shire noted that at this stage, the proposed design is aligned with the estimate cost of \$3.5 million, as per the EES.
- It was noted that while MPV could provide assistance, that local stakeholders should champion the project, the Shire agreed.
- Gippsland Ports queried who would manage the asset and the associated liability. The Chairman confirmed that at this stage no change was being proposed to the existing arrangement.

ACTION: MPV to circulate a proposal on how it will be involved with the project.

Item 6 MSV Safety Audit

- provided a brief update on the Safety Audit.
- A draft report has been provided to MSV and a final report is due early May 2010. A range of risks were identified and recommendations have been made.
- While it was noted that the auditors have consulted with the designers, it was queried whether MSV has been providing advice to the designers.

ACTION: to follow up with the Shire design manager and MSV respectively, MSV's input into the design.

ACTION: to invite MSV to the next PDG meeting to discuss the Safety Audit.

Item 7 Other business

- There was no other business.

Item 7 Next meeting

- Early May 2010, following completion of the Safety Audit.

MINUTES
Bastion Point Project Development Group (PDG)
Monday 12 April 2010
10.30-11.30am
Level 13, Room 1, 121 Exhibition St Melbourne

Attendance

(DIIRD), (Chairman – DOT), (MPV)
(DOT), (DOT), (DOT), (DOT),
(DOT), (DSE), (Gippsland Ports),
(East Gippsland Shire) and (MPV).

Item 1 Apologies
(DIIRD)

Item 2 Welcome new members

- welcomed the new members to the PDG, both from East Gippsland Shire and from Gippsland Ports.

Item 3 Minutes

- The minutes from the previous meeting were accepted.

Item 4 Final Terms of Reference

- The PDG's Terms of Reference was approved by the Group.

Item 5 Project Update

- East Gippsland Shire is progressing with the design of the facility; has been engaged to undertake the design work.
- There were slight delays in receiving *Coastal Management Act* consent for drilling, however since approvals have been obtained work is proceeding as planned.
- A model is being tested in Adelaide and this is expected to be completed by the end of May.
- The Shire has also established a committee for the project and has invited those opposing the project to participate. To date two meetings have been held.
- Aside from preparing the design work, the Shire will also prepare the economic justification/business case for the project.
- Once the Safety Audit has been completed, the Council will consider submitting the project for *Coastal Management Act* consent.
- The PDG noted that its role was to support and assist the Shire.
- While the Shire has invested in the Environment Effects Statement (EES) and will invest in the construction of the carpark, the Shire will be seeking funding for the remainder of the project.
- The Shire informed the PDG that while most locals supported an upgrade of the facility, it was the scale of the upgrade that is being contested.

4. Proposed Membership

The following have been identified as having a key interest in this project and will be represented on the Project Development Group:

- Department of Transport (Chair)
- Department of Transport
- Department of Transport
- Department of Transport
- Department of Transport
- Department of Sustainability and Environment
- Department of Innovation, Industry and Regional Development
- Department of Innovation, Industry and Regional Development
- Major Projects Victoria
- Major Projects Victoria
- East Gippsland Shire
- Gippsland Ports

5. Duration

The Project Development Group will sit until the project is considered for final approval.

6. Taskforce Arrangements

Meetings

It is proposed that the Project Development Group meet on a fortnightly basis, if required.

Administrative Support

Administrative support and coordination of information for the Project Development Group will be provided by the Department of Transport.

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Department of Transport

Bastion Point Project Final Terms of Reference for Project Development Group April 2010

1. Purpose

To discuss the various options available in relation to developing the Bastion Point Project.

2. Background

The East Gippsland Shire Council – the current proponent, has proposed the development of a new breakwater and boat ramp with associated road access and parking. The proposed development is located at Bastion Point, approximately 1.5km south of Mallacoota. The redevelopment is intended to provide safe and efficient launching and retrieval facilities of boats from the open ocean.

The existing ramp is used by recreational fisherman, commercial abalone divers and fishers, as well as fisheries patrol and the servicing of Gabo Island.

An Environment Effects Statement has been considered by the Minister for Planning. The Minister released his Assessment in June 2009. The Assessment determined that a new boat ramp was required, furthermore the Assessment stated that 'Any contemporary new facility would need to be designed consistent with a full safety audit and in accordance with the relevant design standards and consideration. Operating requirements, commensurate with the conditions and practical marine risks that are present in any open ocean launching facility may need to be established by Marine Safety Victoria and Gippsland Ports'.

The Marine Safety Audit is underway and is expected to be completed in May 2010.

The Project Development Group was established to assist East Gippsland Shire in its role as proponent for the project. The Department of Transport will lead any funding submission and the budget management on behalf of the Shire.

3. Terms of Reference

The role and functions of the Bastion Point Project Development Group will be:

- a. To provide a forum for discussion and resolution of project issues;
- b. To monitor the project approval process; and
- c. To examine the options available for the development of the Bastion Point boating facility.
- d. To progress the project for further consideration by Government.

ACTION: Subject to the Minister's consent, DOT to circulate the Marine Safety Audit to the PDG.

Item 5 MPV's input into the project

- MPV advise that they intend to work closely with EGS. MPV together with the EGS will also develop a project governance structure for the PDG to review at its next meeting.

ACTION: MPV to circulate the project's proposed governance structure to the PDG.

Item 6 Other business

- The PDG noted that the Supreme Court was scheduled today to hear the case against the Minister for Planning in relation to his EES Assessment of the Bastion Point project.
- The project has recently received media attention both locally and statewide.
- The Chair suggested DOT legal is invited to attend the next meeting to discuss the outcome and implications of the Supreme Court hearing.
- It was noted that while there are some opponents to the project, the benefits, in terms of safety, favour the new boat ramp development.
- MPV will circulate a paper to the PDG on its role in the project.

ACTION: to invite DOT legal to attend the next PDG meeting.

Item 7 Next meeting

- Monday 31 May, 9-10am. A video conference meeting.

~~Next Meeting~~
This meeting
was cancelled
⇒ no minutes

MINUTES

Bastion Point Project Development Group (PDG)

Monday 10 May 2010

9-10am

Level 5, Corporate Service Centre (video conference room), 121 Exhibition St
Melbourne

Attendance

(Chairman – DOT). (DIIRD).
(DOT), (DOT), (DOT), (Gippsland
Ports), (East Gippsland Shire), (MPV) and
(East Gippsland Shire).

Item 1 Apologies

(DIIRD), (MPV), (DOT) and
(DSE).

Item 2 Minutes

- The minutes from the previous meeting were accepted.

Item 3 Project Update

- The PDG was advised that the preliminary design work has almost been completed.
- The design work will be updated when East Gippsland Shire (EGS) receives a copy of the final Safety Audit.
- It was agreed that preliminary design work should be compared with the Safety Audit recommendations to determine any gaps in the design.
- It was agreed that MPV, the consultants working on the design and EGS work together on the preliminary design and report back to the PDG.
- EGS advised the PDG that the cultural heritage plan and economic analysis are progressing well and are expected to be completed mid June and early June respectively.

ACTION: A project working group meeting to be held next week between MPV, EGS and the design consultants to review the Marine Safety Audit and conclude the preliminary design work and report back to the PDG.

Item 4 MSV Safety Audit

- MSV provided the PDG with an overview of the final Safety Audit.
- MSV intend to provide the Minister for Roads and Ports with a copy of the final Safety Audit.
- MSV advised that the Audit looked at a number of safety features and as a result drafted recommendations based on suite of risk mitigation strategies.

Minutes

Bastion Point Project Development Group

21 June 2010

Level 5, 121 Exhibition Street, Melbourne and by video-conference

Attendees

DOT: Executive Director Freight Logistics and Marine
Director, Intergovernmental Relations
Project Director, Local ports transition and integration

East Gippsland Shire (EGS):

DSE: Project Manager, Bastion Point
Executive Director, Public Land
Senior Project Officer, Coastal Policy & Planning

MPV: Project Management Group
DIIRD: Infrastructure Development
Major Projects, Infrastructure Development

Gippsland Ports:
For

Apologies

Intergovernmental Relations, DOT
MPV

Minutes

1. Review of MSV safety audit recommendations
noted that the audit design recommendation have been accommodated. noted that some recommendations regarding operations will need to be tested once the facility is operating. All noted the importance of documenting the project's response to both the design and operational audit recommendations.
noted that the safety audit recommends a peer review of design.
2. Project update:
noted that a revised design and cost is expected by the end of the week.
3. Next steps:
 - a Council decision/endorsement
noted that the next available Council meeting is August 3. Discussions with Councillors are needed to confirm the place of the project proposal on the agenda. noted that availability of a peer review of design, review of costs and agreed governance structure would support the proposal at Council.
 - b Review of costs
It was agreed that project costs should be reviewed before submission of the project for funding.
 - c Funding strategy
noted that EGS still proposed to meet the costs of the car-parking and vegetation removal, but not the access road, vegetation offset, or the ramp and breakwater itself.
noted that vegetation offset is expected to form a significant cost element. The group

discussed possible Council application for funding to RIDF, including value of Council contribution, and the Boating Safety and Facilities Grants Program, noting that funding sources may change depending on the total estimated cost. noted the project fits with the transport and access-related infrastructure element of RIDF.

4. Governance

It was agreed that EGS remains the most appropriate proponent at this phase of the project and that the role of each party and their accountabilities should be clearly articulated.

5. Delivery schedule

a Notional draft schedule

The notional draft schedule produced for discussion purposes by MPV was discussed. noted that at a high level it appeared sound.

b Permits

The status of permits and the time allowed for them was queried. noted that an amendment only is required for the vegetation removal permit and that the EPBC approval was gained as part of the EES process. The need for a Coastal Management Consent was noted.

c Early works

It was noted that early works may be undertaken.

6. Other Business

advised that Minister Jennings proposes to visit Bastion Point, possibly in August.

7. Next meeting

9am to 10am

12 July 2010

level 5 121 Exhibition Street

EGS and Gippsland Ports attending by videoconference

Actions

1. Safety audit:

EGS with Gippsland Ports to prepare a response to design and operational elements of safety audit, indicating any variance with audit recommendations and how the design or proposed operation of the facility responds to each recommendation.

2. Safety audit:

MPV to arrange a peer review of the new EGS design immediately following Council completion of design and before the submission date of the proposal to Council.

3. Timing of Council endorsement:

to confirm timing of Council meeting for consideration of project proposal.

4. Review of costs:

MPV to arrange review of costs immediately following Council completion of cost estimate and before the submission date of the proposal to Council.

5. Governance

MPV to draft a proposed governance structure for the project, circulate it and convene a meeting of MPV, DOT and EGS to discuss and a recommended position

agreed before the next PDG meeting and be finalised before the project proposal is submitted to Council.

6. **Permits**
EGS to confirm status of vegetation removal permit and EPBC approval and advise the PDG.
7. **Early works:**
EGS and MPV to determine when drafting a project schedule whether there is any opportunity for early works.
8. to advise, when known, the date of Minister Jennings' proposed visit to Bastion Point.

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Minutes

Bastion Point Project Development Group
9am, 21 July 2010
Room 1, Level 10, 121 Exhibition Street, Melbourne

Attendees

DOT: Freight Logistics and Marine
Intergovernmental Relations
Intergovernmental Relations
Local ports transition and integration
Local Ports Project Manager

East Gippsland Shire (EGS):

DSE: Bastion Point
Public Land
Environment Assessment Officer

MPV: MPV
Project Management Group

DIIRD: Infrastructure Development
DPCD: State and Regional Strategy

Gippsland Ports (GP),

MSV (part of meeting only)

Apologies

Major Projects, Infrastructure Development, DIIRD

1. Previous minutes

The previous minutes were accepted???

2. Actions from previous meeting

- Response to safety audit
Design has included safety audit recommendations. Operational Management Plan (OMP), currently being developed, is also incorporating relevant recommendations. EGS are also providing a Response to Safety Audit document (RSA) that will detail their response to each of the recommendations. MSV advised that they will comment on both design and OMP from a regulatory perspective.

It was agreed that to ensure a satisfactory sign off on the implementation of the safety audit recommendations is given, MPV would arrange for an external review of RSA.

ACTION	WHO	BY WHEN
Complete OMP and circulate	EGS	23/7/2010
Complete RSA and circulate	EGS	23/7/2010
Undertake external review of RSA	MPV	?

Minutes

- Operator of Facility

advised that it was his understanding that EGS was the facility operator, and the project needs to continue on that basis. advised that EGS was having discussions with GP regarding this. advised that if GP were eventually to be the operator, they would be more insistent with some of the design details than they have been to date, and specifically those that will result in higher maintenance costs into the future.

ACTION	WHO	BY WHEN
EGS is facility operator - for noting	All	

- Peer review of design

MPV received the information on 7 July 2010 and provided it to the design reviewer, but has put it on hold pending a resolution of who will be the facility operator. Will take 2 weeks to complete

ACTION	WHO	BY WHEN
Complete Peer Review	MPV	4/8/2010

- Cost review

Not discussed. MPV received the information on 7 July 2010 and has provided it to its consultant Currie and Brown.

ACTION	WHO	BY WHEN
To advise when complete.	MPV	?

- Governance plan

Not completed. On hold pending resolution on who will be facility operator.

ACTION	WHO	BY WHEN
Complete and circulate	MPV	23/7/2010

- Timing of Council endorsement

advised that a report was going to the next Council meeting on the 3rd August with a recommendation that Council endorse the project and seek Coastal Management Act consent. It is anticipated that Councils endorsement, if given, will be conditional. It will be subject to all approvals being obtained and funding secured.

ACTION	WHO	BY WHEN
For noting	All	

- Clarification of permit and approval requirements

The minutes of a meeting between
 tabled.

re this (and other) issue was

Planning permit was granted with EES. An amendment to that has been sought from the Minister for planning by EGS because the amount of native vegetation removal has increased

EGS advise that the project is not a controlled action under the EPBC Act (Cwth)

The Cultural Heritage Management Plan will be complete and submitted to AAV by the end of August.

A Coastal Hazard Vulnerability Assessment has been completed, and will form part of the documentation supporting the CMA application.

CMA application cannot be submitted until all the above approvals given.

ACTION	WHO	SUBMITTED	APPROVAL GIVEN
Council endorsement	EGS	No – 3 rd August	
Planning permit amendment sought	EGS	Yes	Under consideration
Cultural Heritage Management Plan approval	EGS	No – end of August	
CMA consent	EGS	No	

• Operational costs

advised that GP had assisted EGS in identifying the likely operational costs. It is estimated to be \$225k per annum excluding any costs associated with managing the car park.

3. **Funding strategy**

• Capital funding

advised that EGS was aiming to submit both the RIDF application and the BSG application prior to the next Council meeting on 3rd August 2010.

ACTION	WHO	BY WHEN
For noting	All	

4. **Project schedule**

ACTION	WHO	BY WHEN
Revised Project Schedule, including approval and permits process, and Communication Strategy, to be circulated	MPV	23/7/2010

5. **Other business**

6. **Next steps**

As per actions.

7. **Next meeting**

TBA

dredge discharge pipework where necessary to achieve this. A pipe will be installed under the boat ramp to assist with ensuring that ramp access is achievable at all times.

3.04 COMMUNITY AND STAKEHOLDER LIAISON

The dredge operator shall maintain regular communication with the responsible officer from East Gippsland Shire Council, or a delegated authority regarding progress on the dredging works and any issues arising with users of the facility.

3.05 TIMING AND DURATION OF DREDGING OPERATIONS

Unless depth surveys and inspections determine that dredging is required more frequently, dredging should be carried out in non-peak ramp usage times as instructed by East Gippsland Shire Council or a delegated authority. Timing of dredging should also consider seasonal tidal fluctuations and sand movement trends to maximise the effectiveness of the dredging work.

The duration of dredging operations (including mobilisation and demobilisation) is to be minimised to reduce impact on the amenity of the MOA facility. The dredge operator shall ensure that sufficient spare parts and repair expertise are available for repairs to pipework and dredging equipment. The dredge operator will not be permitted to leave unserviceable equipment in the vicinity of the MOA ramp and carpark unless authorised by East Gippsland Shire Council or a delegated authority.

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SECTION 3 DREDGING PLAN

3.01 ENVIRONMENTAL MANAGEMENT

Prior to the commencement of maintenance dredging, the dredging contractor or operating authority (hereafter referred to as the "dredge operator") shall establish an Environmental Management Plan (EMP) demonstrating what measures will be implemented to minimise potential adverse impacts resulting from dredging of the Channel.

The EMP shall include compliance with relevant sections of the Environment Protection Authority's Best Practice Environmental Management Guidelines for Dredging (Publication 691), particularly environmental management issues outlined in sections 3 and 4 of Publication 691.

In particular the dredge operator shall ensure that all equipment used in the dredging operation is in good working condition and free from oil and fuel leaks at all times. During operation, refuelling and maintenance activities, adequate provision shall be made to retain and treat any oil or fuel spill on land or in the water. Wherever possible, maintenance shall not be performed on or near the water.

The dredge operator shall also ensure that the visual impact of the dredging operation on Mallacoota Ocean Access Ramp and its surroundings is minimised at all times. This includes providing for prompt demobilising of the dredge and pipeline when dredging is complete, and ensuring that visual mounding of the dredged material in the deposition area is minimised.

The dredge operator shall minimise the level of noise produced by the dredging operation and ensure that mechanical equipment is silenced to a level that meets relevant EPA guidelines. Working hours shall also be maintained within EPA guidelines.

The EMP shall also consider the control of marine pests and diseases.

The EMP shall be approved by the East Gippsland Shire Council, or a delegated authority prior to the undertaking of dredging works, and a site inspection and audit of the measures required under the EMP will be undertaken.] 3 other approvals

3.02 HEALTH AND SAFETY MANAGEMENT

The dredge operator shall ensure that dredged material is deposited in accordance with the Maintenance Dredging Plan (Drawing No. 1579/1039), and that deposition areas are barricaded and clearly signposted to restrict public access during dredging operations, and left in a stable and safe condition when dredging is complete.

The dredge operator shall establish an OHS Management Plan including Safe Work Method Statements in accordance with Occupational Health and Safety Regulations 2007 (Vic) for all high risk activities, and shall address all safety aspects of the dredging work including those relating to the general public and users of the MOA facility. A Traffic Management Plan conforming to *Victorian Worksite Safety – Traffic Management Code of Practice* shall also be incorporated in the OHS Management Plan. Comprehensive signage and delineation of work areas shall be included in the OHS Management Plan.

The OHS Management Plan shall be approved by the East Gippsland Shire Council, or a delegated authority prior to the undertaking of dredging works, and a site inspection and audit of the measures required under the OHS Management Plan will be undertaken.

3.03 ONGOING ACCESS TO ENTRANCE AND BOAT RAMP

The dredge operator shall ensure that the access road, at least one of the boat ramps, the jetty and the entrance channel are accessible and usable to users of the facility at all times. The dredging contractor or operating authority shall allow for the sinking and/or burying of

SECTION 1 THE OPERATIONAL MANAGEMENT PLAN

1.01 SCOPE

The scope of the Operational Management Plan (OMP) for the Mallacoota Ocean Access (MOA) ramp and its associated infrastructure is to provide a practical and systematic working document to address the operational risks identified in the document "Safety Audit, Bastion Point, Mallacoota", Marine Safety Victoria, Department of Transport, 3 May 2010.

The Operational Management Plan also addresses other operational issues identified by East Gippsland Shire Council, Gippsland Ports and other agencies and individuals throughout the consultation and design phase of the project.

Dredging of sand from the ramp and breakwater area is seen as the most intensive ongoing operational activity required to maintain functionality of the MOA facility. Much of the focus of this OMP is directed toward management of the dredging operation.

1.02 MSV SAFETY AUDIT

The abovementioned MSV Safety Audit identified a significant number risk sources, risk events, consequences and causal factors that were systematically analysed using an approach consistent with AS/NZS 4360:2004 Risk Management Standard. The analysis then used the universal hierarchy of control to examine risk treatments (in order of preference) based on: Elimination, Isolation, Engineering, Administrative, and Personal Protective Equipment (PPE) to reduce the risk to acceptable levels.

A summary of the recommendations from the MSV Safety Audit, and the proposed implementation actions are contained in the document "Mallacoota Ocean Access, MSV Safety Audit and Risk Assessment, Summary Matrix - Response to Recommendations".

1.03 OPERATIONAL MANAGEMENT PLAN REVIEW

The OMP will be subject to annual review to determine if the frequency and scope of inspections, routine maintenance, dredging and other controls are adequate to maintain the efficient operation of the MOA facility.

SECTION 2 INSPECTIONS

A comprehensive inspection program forms the basis of many of the controls to address risk. This inspection regime is divided into four timeframes:

1. Weekly Inspections by operations personnel
2. Monthly Inspections by operations personnel
3. Six-Monthly Inspections by a specialised contractor or Gippsland Ports officer
4. As-Required Inspections by operations personnel in the event of significant weather events, accidents, incidents or in response to reported problems by facility users

The six monthly inspections are notionally planned for October and April of each year to give sufficient time for planning and executing maintenance work and/or dredging outside the peak facility usage periods.

A description of the inspections to be undertaken and reporting pro-formas for weekly and monthly inspections are included in Appendix 1.

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Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
DRAFT	23 July 2010	R Supplitt	A Cross		DRAFT
1	26 July 2010	R Supplitt	A Cross	26 July 2010	FINAL

Distribution of copies

Revision	Copy no	Quantity	Issued to
1	1	2	Chris Wallis, EGSC via EMAIL

Limitations Statement

Crossco Consulting Pty Ltd has been engaged to perform the assembly and authoring of the Mallacoota Ocean Access (MOA) Ramp - Operational Management Plan. The scope of the identified risks; the effectiveness of the control measures; and any consequences resulting from the execution or lack of execution of the measures outlined in the Operational Management Plan are solely the responsibility of East Gippsland Shire Council and any subsequent operator of the MOA ramp and its associated infrastructure.

Crossco Consulting has relied entirely on the information provided by East Gippsland Shire Council and other agencies in the preparation of the Operational Management Plan, and makes no warranty or guarantee as to the suitability of the Operational Management Plan to address all issues that may arise throughout the operational life of the MOA facility.

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**OPERATIONAL MANAGEMENT PLAN
MALLACOOTA OCEAN ACCESS RAMP
EAST GIPPSLAND SHIRE COUNCIL**

Prepared for:

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Mallacoota Ocean Access
MSV Safety Audit and Risk Assessment
Summary Matrix - Response to Recommendations

ATTACHMENT 3

MSV Audit and Risk Assessment Recommendation	Proposed Implementation Action
14.2 Recommended treatment options based on elimination	
A.1 Use the dredge in non-peak periods where possible	Addressed in Operational Management Plan
A.2 Make use of helicopters for rescue services where appropriate	Will be addressed through communications to relevant authorities (Vic Police, MSV, AMSA)
14.3 Recommended treatment options based on engineering	
a) Channel	
The following recommendations are made to the design of the channel:	
B.1 Ensure that the water depth at the end of the breakwater is suitably deep to limit breaking wave action	Modelling indicates depth is adequate during operable conditions. The excavated channel has been extended to achieve the required depth beyond the end of the breakwater.
B.2 Ensure that the channel is suitably deep throughout to permit all vessels using the ramp to navigate safely with outboard motors in the fully down position	Channel depth is to RL-2.0m AHD. Near Lower Low Water (MLLW) level is RL-0.6m AHD, providing a minimum of 1.4m depth which is adequate for the design vessel (Parks Victoria's "Ocean Argus")
B.3 Conduct regular assessment of the sand build up at the end of the breakwater and in the channel and dredge as necessary to maintain suitable water depth	Addressed in Operational Management Plan through inspection regime.
B.4 Conduct regular assessment of the sand build up on the boat ramp and clear as necessary	Addressed in Operational Management Plan through inspection regime.
B.5 Ensure that the channel width at the entrance is wide enough to give vessels sufficient space to manoeuvre in breaking waves	Channel width of 25m in entrance area significantly exceeds minimum recommendations in Marina Guidelines (AS 3962) and is sufficient for manoeuvring.
B.6 Ensure that the channel width is wide enough to give vessels sufficient room to base and to shelter at peak periods	Channel width of 25m in entrance and jetty areas significantly exceeds minimum recommendations in Marina Guidelines (AS 3962) and is sufficient for vessels to pass.
B.7 Monitor presence of kelp in the channel and on the boat ramp and remove if and where necessary	Addressed in Operational Management Plan through inspection regime.
b) Breakwater	
The following recommendations are made to the design of the breakwater:	
C.1 Design the breakwater to allow maximum possible visibility for vessels entering and departing by stepping or sloping it down towards the end	Stepping considered by breakwater designer Dr Peter Riedel, however modelling indicated that this significantly increased the incidence of over-topping of the breakwater. This would greatly increase the risk to persons on the breakwater during storm events, notwithstanding the fact that railing and signage has been designed in an attempt to prevent people from accessing the breakwater. Signage indicating speed limit and the requirement for a single departing vessel to occupy the entrance area at any time was adopted in lieu of this.
C.2 Install strategically placed lifebuoys on the breakwater	Adopted - Life buoys to be installed on breakwater and jetty
C.3 Design breakwater to ensure that as little wave energy reaches the boat ramp as possible	Modelling indicates worst case of 0.2m wave height at ramp during operable conditions.
c) Ramp and associated works	

Exemptions used:

MSV Audit and Risk Assessment Recommendation	Proposed Implementation Action
The following recommendations are made to the design of the ramp and associated works:	
D.1 Optimise the design of the ramp (in accordance with AS 3962:2001)	Ramp has been designed to cope with weight and dimensions of the design vessel. The ramp design complies with AS3962 (Marina Guidelines).
D.2 Don't provide fish cleaning area close to the ramp	Adopted
D.3 Install strategically placed hand supports as appropriate without causing obstructions	Adopted - hand supports installed in ramp section of jetty.
D.4 Install brightly coloured ripple strips and other non-slip material at the water's edge, as appropriate	Delined walkway across ramp area is constructed with high visibility textured pavement marking.
D.5 Install lifebuoys in strategic positions	Adopted - Life buoys to be installed on breakwater and jetty
D.6 Ensure adequate space for mooring/tying up vessels awaiting recovery	Sufficient space for 8 vessels to be moored at the jetty has been provided.
D.7 Optimise ramp/finger pier design to minimise time taken to recover a vessel	Ramp is of ample width, and optimal grade, and has good manoeuvring space on approaches in order to minimise vessel launch and recovery time.
D.8 Install appropriate lighting, including navigation lights	Lights to be installed to Gippsland Ports requirements. Lighting and navigation aids noted on design drawings.
D.9 Install sunscreen dispenser	Not adopted - The potential for vandalism and abuse is considered greater than the potential benefit.
d) Land side ramp access	E.F. 9.8.2.1
The following recommendations are made to the design of the land side access arrangements:	
E.1 Design vehicular traffic flow to minimise time taken from car/trailer park to boat ramp	Access road and ramp approach slab are designed to facilitate smooth and well defined traffic flow from the car/trailer park area. The carpark has been designed to minimise travel distance from ramp to parking area. Topographical and other constraints prevent car park being moved any closer.
E.2 Ensure adequate turning circle for cars/trailers reversing into boat ramp	Vehicle turning movements have been modelled and are all satisfactory for the design vehicle and vessel.
E.3 Minimise time required for vessel operators to walk to car/trailer park to recover vehicle	Well defined walkway access is provided from ramp to carpark. Topographical and other constraints prevent car park being moved any closer.
E.4 Ensure car/trailer park is adequate for expected number of vessels using the ramp	The number of car/trailer spaces has been optimised based on predicted usage, whilst minimising encroachment into native vegetation.
E.5 Consider method of handling overflow in car/trailer park peak periods, such that time to retrieve car/trailer is not excessive	Overflow parking has been provided for vehicles to relieve pressure on trailer parking area. It is acknowledged that it is not possible to provide sufficient parking for total peak usage without requiring extensive vegetation removal. Mallacoota Ocean Access Boat Ramp Community Advisory Committee agreed this position of compromise.
E.6 Design road access to maximise safe operation	Road access is designed to meet all relevant safety requirements.
E.7 Design vehicle turning circles and vehicle access to boat ramp to avoid vehicle and pedestrian conflict	All pedestrian access apart from designated crossing points is off the carriageway on defined footpaths or boardwalks. Vehicle and trailer turning movements have been modelled and are satisfactory.
E.8 Allow adequate safe space for pedestrians and those preparing to board the vessel to congregate	Several safe areas exist, such as adjacent to signage on east side of ramp, and at the public seating situated adjacent to the access pathway on the timber outland to the west of the ramp.
e) Dredge and associated works	

MSV Audit and Risk Assessment Recommendation	Proposed Implementation Action
The following recommendations are made to the design of the dredge and associated works:	
F.1 Minimise dredge footprint	The proposed dredge and associated pipelines are trailerable and will be removed when not in use.
F.2 Ensure sufficient spare parts and piping to repair dredge in timely manner after incident	Addressed in Operational Management Plan.
14.4 Recommended treatment options based on administration	
The following recommendations are made for administrative controls:	
G.1 Display appropriate warning signs	Waterway signage, lights and navigational marks have been incorporated in line with Gippsland Ports recommendations.
G.2 Install water depth gauge to indicate height of tide	Not incorporated into design due to the potential to confuse ramp users.
G.3 Display tide tables for current month on a board close to the ramp	Not incorporated into design due to the potential to confuse ramp users. Tide tables specific to Mallacoota are not published.
G.4 Install isolated danger mark high at the end of the breakwater	Waterway signage, lights and navigational marks to be adopted in line with Gippsland Ports recommendations
G.5 Conduct random policing of users of the boat ramp, in particular:	Will be addressed through communications to relevant authorities (Vic Police, MSV, AMSA)
i) carriage of all safety equipment	Will be addressed through communications to relevant authorities (Vic Police, MSV, AMSA)
ii) observance of alcohol limits	Will be addressed through communications to relevant authorities (Vic Police, MSV, AMSA)
iii) maximum load on vessels	Will be addressed through communications to relevant authorities (Vic Police, MSV, AMSA)
G.6 Develop and conduct safety seminars relevant to operations at Bastion Point including:	Site specific conditions communicated by site signage and navigation marks.
i) bar crossings	These issues are addressed state-wide through MSV publications, seminars and other safety education initiatives.
ii) operations in the open ocean	These issues are addressed state-wide through MSV publications, seminars and other safety education initiatives.
iii) launching and recovering in the presence of wave surge	These issues are addressed state-wide through MSV publications, seminars and other safety education initiatives.
iv) conflict between vessels and surfers or swimmers	These issues are addressed state-wide through MSV publications, seminars and other safety education initiatives.
v) issues associated with operation of dredge	These issues are addressed state-wide through MSV publications, seminars and other safety education initiatives.
vi) boat ramp etiquette and channel congestion issues	These issues are addressed state-wide through MSV publications, seminars and other safety education initiatives.
vii) night time operations	These issues are addressed state-wide through MSV publications, seminars and other safety education initiatives.
G.7 Initiate and enforce policy of only one departing vessel being in the vicinity of the entrance to the channel at any one time	Adopted - Will be communicated via signage on breakwater directed toward departing vessels. Enforcement to be undertaken by Victoria Police.
G.8 Initiate and enforce speed limits for all vessels in the vicinity of the breakwater, including the entrance to the channel	Signage will clearly communicate speed limits. Enforcement by Victoria Police.
G.9 Monitor development of surfable waves due to sand build up in the region close to the entrance of the channel with a view to introducing controls if necessary	Addressed in Operational Management Plan through inspection regime.

MSV Audit and Risk Assessment Recommendation	Proposed Implementation Action
G.10 Introduce and enforce special purpose zone in a similar manner to that at the current boat ramp.	Gippsland Ports and MSV to determine changes to extent of Special Use Zone. Exclusion Zone also proposed to eliminate conflict between boats and swimmers at existing beach to north of proposed ramp.
G.11 Make use of buoys and signage to mark dredge area of operation	Lateral Marks are used to clearly define channel limits. During dredging, standard signals, markings and lights will be used in accordance with MSV regulations.
G.12 Require vessel operators, swimmers, and surfers to maintain a specified distance from the dredge area of operation	Existing regulations supplemented by controls developed in the Operational Management Plan will address these issues.
G.13 Develop and publicise boat ramp etiquette such that vessels are retrieved quickly when there are others waiting in the channel	On-site signage will note the request for boat ramp etiquette.
G.14 Develop traffic management plan, including adequate signage	Road, boat ramp and car park conform to relevant standards for traffic management, and layout optimises safe movement of vehicles and pedestrians (eg. By using drive-in drive-out trailer parks)
G.15 Implement a policy whereby vessel users have priority over fishermen	Relevant wording to be included in on-site signage.
G.16 Designate sufficient car/trailer parking bay(s) close to the boat ramp for emergency services use only	The closest lay-by parking bay to the boat ramp is designated as having priority for Emergency Services.
G.17 Ensure crew of rescue vessels are well trained and equipped	Ongoing responsibility of Vic Police, MSV, AMSA Volunteer Coast Guard etc.).
14.5 Recommended treatment option based on PPE	
The following recommendation is made for a treatment option based on PPE:	
H.1 Require the wearing of PFDs when operating from Bastion Point by nominating the area as a designated hazardous area	Designation of Hazardous Area to be undertaken by Gippsland Ports and MSV.
14.6 Recommendations for monitoring and review	
I.1 An incident data base should be developed from all accidents and incidents, including near misses, where possible.	To be recorded by Gippsland Ports, Victoria Police and MSV.
I.2 The wave conditions at the end of the breakwater should be monitored.	Addressed in Operational Management Plan through inspection and monitoring regime.
I.3 The wave conditions in the channel and at the boat ramp should be monitored	Addressed in Operational Management Plan through inspection and monitoring regime.
I.4 The effect of changes to the underwater topography due to the construction of the breakwater, and the effect of sand build up, on the development of surfable waves should be monitored	Addressed in Operational Management Plan through inspection and monitoring regime.
I.5 The effect of sand movement on the behaviour of recreational swimmers should be monitored	Addressed in Operational Management Plan through inspection and monitoring regime.
I.6 The sand build up at the entrance to the channel and in the channel should be monitored	Addressed in Operational Management Plan through inspection and monitoring regime.
I.7 The sand build up on the ramp should be monitored	Addressed in Operational Management Plan through inspection and monitoring regime.
I.8 The kelp build up in the channel and on the ramp should be monitored	Addressed in Operational Management Plan through inspection and monitoring regime.
I.9 The car/trailer park usage should be monitored and an assessment of the usage level of the ramp should be undertaken	Addressed in Operational Management Plan through inspection and monitoring regime.

APPENDIX 1 – INSPECTION SCHEDULE AND REPORTING PRO FORMA
Mallacoota Ocean Access - Operational Inspections Schedule

Ref	Frequency and Description	Responsibility	Comments
1	Weekly		
1.01	Ramp Condition (sand, kelp build-up, check for damage)	OPERATOR	Complete and submit MOA Weekly Inspection Report (by Tuesday each week)
1.02	Jetty Condition (alt decking, structure & fixtures sound, check for damage)	OPERATOR	Complete and submit MOA Weekly Inspection Report (by Tuesday each week)
1.03	Life Rings (in place and in satisfactory condition)	OPERATOR	Complete and submit MOA Weekly Inspection Report (by Tuesday each week)
1.04	Signage and Navigational marks	OPERATOR	Complete and submit MOA Weekly Inspection Report (by Tuesday each week)
1.05	Site Cleanliness	OPERATOR	Complete and submit MOA Weekly Inspection Report (by Tuesday each week)
1.06	Condition of public amenities	OPERATOR	Complete and submit MOA Weekly Inspection Report (by Tuesday each week)
1.07	No. of parked vehicles with boat trailers	OPERATOR	Complete and submit MOA Weekly Inspection Report (by Tuesday each week)
1.08	Observation of sand and wave action around facility	OPERATOR	Complete and submit MOA Weekly Inspection Report (by Tuesday each week)
1.09	Observation of any swimmers or surfers around facility	OPERATOR	Complete and submit MOA Weekly Inspection Report (by Tuesday each week)
2	Monthly (consists of weekly inspection plus):		
2.01	Depth measurement of channel (using manual depth gauge)	OPERATOR	Complete and submit MOA Monthly Inspection Report (by second Tuesday each month)
2.02	Identification of rock movement on breakwater	OPERATOR	Complete and submit MOA Monthly Inspection Report (by second Tuesday each month)
2.03	Inspect and test public lighting (solar lights)	OPERATOR	Complete and submit MOA Monthly Inspection Report (by second Tuesday each month)
3	Six-Monthly (consists of monthly inspection plus):		
3.01	Hydrographic survey of facility and surrounding area outside Breakwater	SPECIALIST CONTRACTOR	Inspections are required in October and April of each year (unless advised otherwise). Output is a written report (including photographs where appropriate) and plan showing soundings and depth contours adjusted to m AHD, and detailing observations of inspections and tests. Report shall be forwarded to EGSC (or other Operating Authority) within 14 days of inspection.
3.02	Inspection (and testing) of navigation marks and lights	SPECIALIST CONTRACTOR	
3.03	Detailed Inspection of Jetty	SPECIALIST CONTRACTOR	
3.04	Detailed Inspection of Boat Ramp	SPECIALIST CONTRACTOR	
3.05	Detailed Inspection of Breakwater	SPECIALIST CONTRACTOR	
3.06	Detailed observation of sand and wave action around facility	SPECIALIST CONTRACTOR	
4	As-Required		
4.01	Following significant storm events	OPERATOR	Perform inspection and follow up
4.02	Following significant incidents or accidents	OPERATOR	Perform inspection and follow up
4.03	Following reports of significant problems at facility	OPERATOR	Perform inspection and follow up

EAST GIPPSLAND SHIRE COUNCIL
MALLACOOTA OCEAN ACCESS RAMP AND CARPARK
WEEKLY INSPECTION FORM

Inspection Performed by: Date of Inspection:

ITEM	DESCRIPTION
1.01	Ramp Condition
	Sand Blocking Access? Yes <input type="checkbox"/> No <input type="checkbox"/>
	Weed or Kelp Blocking Access? Yes <input type="checkbox"/> No <input type="checkbox"/>
	Visible Damage? Yes <input type="checkbox"/> No <input type="checkbox"/>
	Comments:
1.02	Jetty Condition
	Sand Blocking Access? Yes <input type="checkbox"/> No <input type="checkbox"/>
	Decking Intact? Yes <input type="checkbox"/> No <input type="checkbox"/>
	Structure Visibly Sound? Yes <input type="checkbox"/> No <input type="checkbox"/>
	Visible Damage? Yes <input type="checkbox"/> No <input type="checkbox"/>
	Comments:
1.03	Life Rings (in place and in satisfactory condition)
	Jetty (end) Yes <input type="checkbox"/> No <input type="checkbox"/> Jetty (central) Yes <input type="checkbox"/> No <input type="checkbox"/> Breakwater Yes <input type="checkbox"/> No <input type="checkbox"/>
	Comments:
1.04	Signage and Navigational marks
1.05	Site Cleanliness
	Comments:
1.06	Condition of public amenities
	Comments:
1.07	Number of parked vehicles with boat trailers
1.08	Observation of sand and wave action around facility
	Comments:
1.09	Observation of any swimmers or surfers around facility
	Comments:
1.10	Other observations
	Comments:

* Comments shall include any required action and a suggested timeframe. Report to be sent to Manager

Signed:

Date:.....

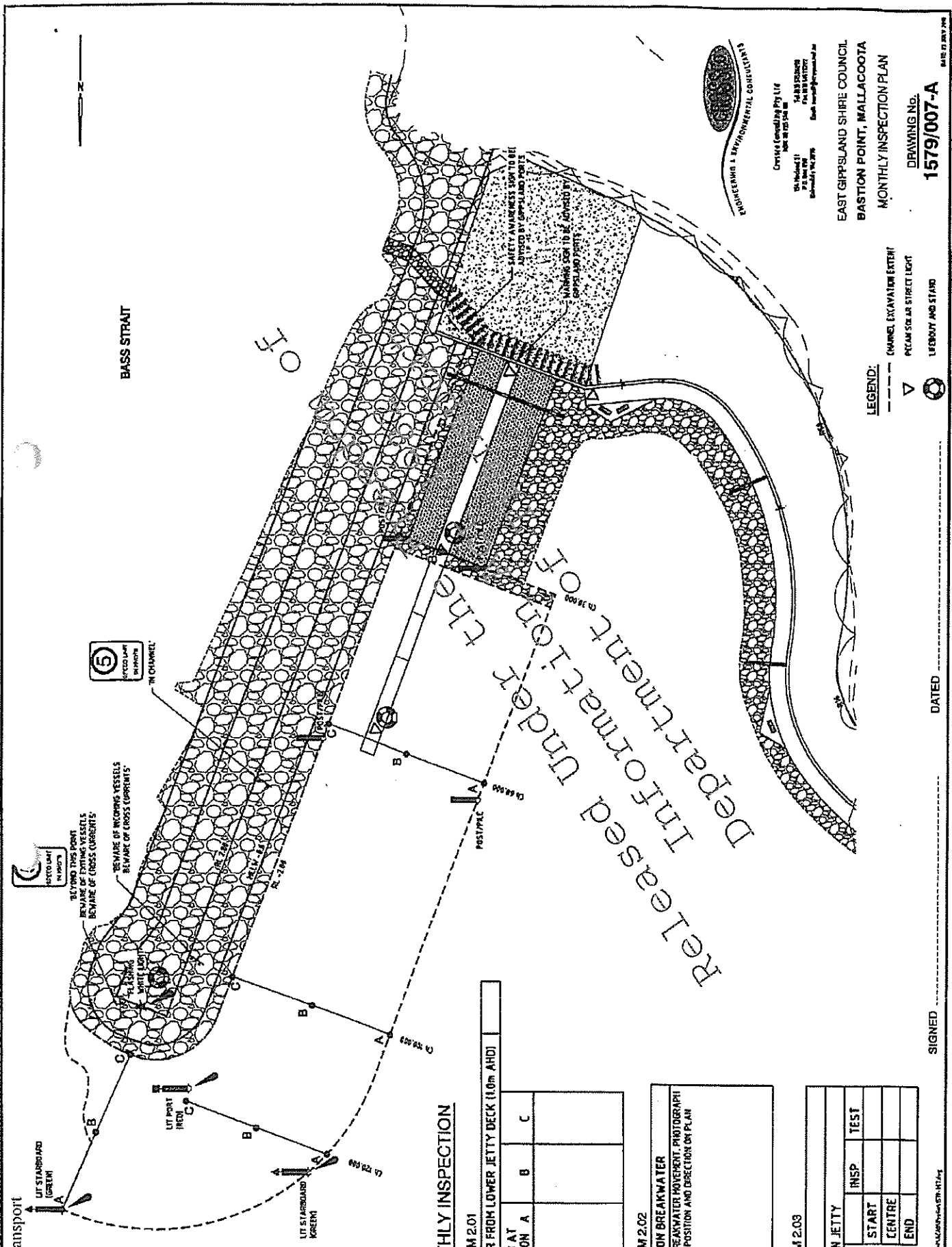
EAST GIPPSLAND SHIRE COUNCIL
MALLACOOTA OCEAN ACCESS RAMP AND CARPARK
MONTHLY INSPECTION FORM

ITEM	DESCRIPTION
1.01	Ramp Condition
	Sand Blocking Access? Yes <input type="checkbox"/> No <input type="checkbox"/>
	Weed or Kelp Blocking Access? Yes <input type="checkbox"/> No <input type="checkbox"/>
	Visible Damage? Yes <input type="checkbox"/> No <input type="checkbox"/>
	Comments:
1.02	Jetty Condition
	Sand Blocking Access? Yes <input type="checkbox"/> No <input type="checkbox"/>
	Decking Intact? Yes <input type="checkbox"/> No <input type="checkbox"/>
	Structure Visibly Sound? Yes <input type="checkbox"/> No <input type="checkbox"/>
	Visible Damage? Yes <input type="checkbox"/> No <input type="checkbox"/>
	Comments:
1.03	Life Rings (in place and in satisfactory condition)
	Jetty (end) Yes <input type="checkbox"/> No <input type="checkbox"/> Jetty (central) Yes <input type="checkbox"/> No <input type="checkbox"/> Breakwater Yes <input type="checkbox"/> No <input type="checkbox"/>
	Comments:
1.04	Signage and Navigational marks
1.05	Site Cleanliness
	Comments:
1.06	Condition of public amenities
	Comments:
1.07	Number of parked vehicles with boat trailers
1.08	Observation of sand and wave action around facility
	Comments:
1.09	Observation of any swimmers or surfers around facility
	Comments:
1.10	Other observations
	Comments:
2.01	Depth measurement of channel (using manual depth gauge) – REF: ATTACHED MONTHLY INSPECTION PLAN
2.02	Identification of rock movement on breakwater – REFER ATTACHED MONTHLY INSPECTION PLAN
2.03	Inspect and test public lighting (solar lights) – REFER ATTACHED MONTHLY INSPECTION PLAN

* Comments shall include any required action and a suggested timeframe. Report to be sent to Manager

Signed:

Date:.....



ENGINEERING & ENVIRONMENTAL CONSULTANTS
 CRONIN CONSULTING Pty Ltd
 14/33 DUNDAS ST
 MELB VIC 3000
 Tel: 03 9412 5400
 Fax: 03 9412 5407
 Email: info@cronin.com.au

EAST GIPPSLAND SHIRE COUNCIL
 BASTION POINT, MALLACOOTA
 MONTHLY INSPECTION PLAN
 DRAWING NO. 1579/007-A
 DATE 21 MAY 2002

LEGEND:
 --- CHANNEL EXCAVATION EXTENT
 ▽ PEG ON SOLAR STREET LIGHT
 ○ LIGHT POST AND STAND

MONTHLY INSPECTION

INSPECTION ITEM 2.01
 HEIGHT TO WATER FROM LOWER JETTY DECK (1.0m AHD)

CHARGE POSITION	A	B	C
30.000			
60.000			
100.000			
120.000			
140.000			

INSPECTION ITEM 2.02
 ROCK MOVEMENT ON BREAKWATER
 HIGHLIGHT AREAS OF BREAKWATER MOVEMENT, PHOTOGRAPH DAMAGE AND INDICATE POSITION AND DIRECTION ON PLAN

CHARGE POSITION	A	B	C
30.000			
60.000			
100.000			
120.000			
140.000			

INSPECTION ITEM 2.03
 PUBLIC LIGHTING

LIGHT POSITION ON JETTY		INSP	TEST
START			
CENTRE			
END			

SIGNED _____ DATED _____

LOG FILE: BASS STRAIT BREAKWATER MONTHLY INSPECTION PLAN

Exemptions used:

Page 29 redacted for the following reason:

Duplicate Document

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Department of Transport

MALLACOOTA OCEAN ACCESS / BASTION POINT BOAT RAMP

Notes arising from a meeting of Thursday 15 July, between:

- State and Regional Strategy, DPCD
- Public Land Management, DSE
- MPV
- MPV

It was agreed that the fundamental question to be resolved is:

1. Who will be responsible for operation of the developed boat ramp?

Which leads to:

2. Who will fund the operation of the boat ramp?

Other issues needing to be clarified include:

3. Prepare the boat ramp operational management plan (OMP).
4. Reconcile the interface between the OMP and the developed boat ramp design (the design).
5. Clarify whether Marine Safety Victoria (MSV) is required to approve the OMP and the design.
6. Confirm whether East Gippsland Shire (EGS) have consulted with Aboriginal Affairs Victoria (AAV) in relation to cultural heritage issues.
7. Has a cultural heritage management plan been prepared?
8. Have approvals been obtained from AAV?
9. Has the design been assessed in relation to the Environmental Protection and Biodiversity Conservation Act (EPBC Act) (EPBC Act assessment might result in either "no further action" or "resubmission")?
10. Has a planning permit for vegetation removal been obtained?
11. Have Coastal Management Act (CMA) approvals been obtained?
12. Complete peer reviews of the design and estimate of cost to implement.
13. Confirm the funding sources for various components of the design.
14. Has funding, from the identified sources, been approved?
15. Confirm a preferred construction procurement strategy and program.
16. Confirm when the EGS Council will approve the project.
17. Confirm the risk management that DSE Public Land's insurers will require.

190710

Minutes

Bastion Point Project Development Group
9am, 26 August 2010
Room 1, Level 10, 121 Exhibition Street, Melbourne

Attendees

DOT: Freight Logistics and Marine
Intergovernmental Relations
Project Director, Local ports transition and integration
Local Ports Project Manager

East Gippsland Shire (EGS):
- via phone
Bastion Point - via phone
Public Land

DSE:
MPV: MPV

DIIRD: Infrastructure Development
Major Projects, Infrastructure Development, DIIRD

Apologies

Gippsland Ports (GP),

1. Previous minutes

The previous minutes were accepted.

2. Actions from previous meeting

• Response to safety audit

Complete Operational Management Plan and circulate – done

Complete response to Safety Audit and circulate – done

Undertake external review of response to Safety Audit – MPV advised this had not commenced – DSE advised that it would be required before the CMA consent could be considered. It was agreed that it needs to occur as soon as possible.

ACTION	WHO	BY WHEN
Undertake external review of RSA. to advise when someone is engaged and timeframe for completion.	MPV	asap

• Peer review of design

MPV advised that Aurecon had been commissioned to undertake this work, and it was expected to be complete within the week.

ACTION	WHO	BY WHEN
Complete Peer Review and advise Project Development Group when this occurs	MPV	3/9/2010

- Cost review
 MPV advised that their consultant Currie and Brown had completed most of this, but needed to finalise after the peer review of the design was completed.

ACTION	WHO	BY WHEN
Complete Peer Review and advise Project Development Group when this occurs	MPV	asap

- Governance plan
 Changes made to the circulated governance structure. A document to be produced that details roles and responsibilities. Draft to be circulated within the week for comment.

ACTION	WHO	BY WHEN
Governance structure to be amended and circulated	MPV	26/8/2010
Draft document to be circulated within week for comments.	MPV	3/9/2010
Comments to be provided	All	10/9/2010

- Clarification of permit and approval requirements

The minutes of a meeting between [redacted] re this (and other) issue was tabled.

Planning permit was granted with RES. An amendment to that has been sought from the Minister for planning by EGSC. DSE have sought additional information which has been provided. Expect that permit amendment will be issued just prior to the CMA consent. EGS advise that the project is not a controlled action under the EPBC Act (Cwlth)

The Cultural Heritage Management Plan will be complete and submitted to AAV within a fortnight (9/9). Anticipated that it will take AAV 3 weeks to process (30/9)

CMA application cannot be submitted until all the above approvals given. DSE advise that, with respect to the planning permit amendment, the Minister will expect to see details of the offsets, not simply a condition of permit that they be arranged.

Native Title – EGSC advised that DSE Traralgon doing this on their behalf. [redacted] advised this would be unusual ie for it not to be done by proponent – he will follow up and report back including advice on likely time frame

ACTION	WHO	SUBMITTED	APPROVAL GIVEN
Planning permit amendment sought	EGS	Yes	Under consideration
Cultural Heritage Management Plan approval	EGS	No – 9/9	
Native Title	EGS	Yes	Under negotiation
CMA consent	EGS	No	

3. Other issues (not covered above)

- Funding Strategy

BSG application for \$600k has been submitted. DOT advised that recommendations to the Minister will be submitted in late September.

RIDF application to be submitted by 17/9/2010 to enable consideration by Board at its meeting on 5/10/2010. To ensure that total costs being considered included

- MPV management fees and on costs,
- EGSC management fees,
- any costs associated with construction not commencing until late summer, and
- other

it was agreed to have a Project Control Group meeting within 2 weeks to discuss in detail and advise this group of the final estimated project cost.

ACTION	WHO	BY WHEN
Convene Project Control Group meeting within two weeks	MPV	16/9/2010
Advise Project Development Group of final estimated project cost asap	MPV/EGSC	asap

4. Project schedule

ACTION	WHO	BY WHEN
Revised Project Schedule, including approval and permits process, and Communication Strategy, to be circulated	MPV	asap

5. Other business

advised that the RIDF process was rigorous, and advised EGSC to keep communications going as application was being finalised.

6. Next steps

As per actions.

7. Next meeting

Thursday 16th September Level 11, Room 7, 121 Exhibition Street Melbourne

Minutes

Bastion Point Project Development Group
9am, 16 September 2010
Room 7, Level 11, 121 Exhibition Street, Melbourne

Attendees

DOT: Freight Logistics and Marine
Intergovernmental Relations
Intergovernmental Relations
; Local ports transition and integration
Local Ports Project Manager
East Gippsland Shire (EGS):

DSE: Bastion Point – via phone
Major Projects and Eco. Development – via phone
Public Land

MPV: Project Management Group
MPV

DIIRD: Infrastructure Development

Apologies

Gippsland Ports (GP),
Major Projects, Infrastructure Development, DIIRD

1. Previous minutes

The previous minutes were accepted with some modifications.

2. Actions from previous meeting

- Response to safety audit

Undertake review of response to Safety Audit – MPV advised that DSE was satisfied with the review being undertaken by AMC, and that it was expected to be complete this week. The review would include a review of the Operating Plan.

ACTION	WHO	BY WHEN
Complete review of response to Safety Audit, and Operating Plan and circulate	MPV	17/9/2010

- Peer review of design

Significant difference in the two designs. It is proposed to get the two consultants to meet and come up with an agreed design outcome. The major difference was in the extent of the rock armour, which has cost implications of approximately \$0.5m

ACTION	WHO	BY WHEN
Resolve design differences and report back	MPV	24/9.2010

- Cost review
 .Costs as detailed in the draft RIDF application (circulated prior to meeting) were almost final costs with the following minor amendments/notes.
 - Council project management costs \$125k.
 - MPV project management costs \$250k
 - Contingency put at 15%, not Currie and Brown recommendation of 10%
 - Preliminaries include an allowance for remote location costs
 - Allowance include for fencing that would both protect cultural heritage and manage secure the site against any potential protests.
- Governance plan
 Governance plan draft to be circulated asap for comments

ACTION	WHO	BY WHEN
Draft document to be circulated within week for comments.	MPV	24/9/2010
Comments to be provided	All	1/10/2010

- Clarification of permit and approval requirements

Cultural Heritage Management Plan could take 30 days (ie up to 17/10). Native title – period of notice for reserved land is over with no submissions (to be confirmed). Period of notice for unreserved land submissions can be received up to 22/9. CMA Consent applications will be put on hold until all other approvals are granted. Decision is then required within 28 days. Assuming no native title submissions, and AAV taking the full 30 days, CMA consent period commences 18/10 and can go up to 14/11. This is in caretaker period, and OSE advised (post meeting) that the Minister will not sign off in caretaker period.

ACTION	WHO	SUBMITTED	APPROVAL GIVEN
Planning permit amendment sought	EGS	Yes	Under consideration
Cultural Heritage Management Plan approval	EGS	No – 17/9.	
Native Title	EGS	Yes	Under negotiation
CMA consent	EGS	No - 17/9	

3. Other issues (not covered above)

- Funding Strategy

Project Control Group meeting minutes for 13/9/2010 to be circulated.

RIDF application to be submitted by 17/9/2010 to enable consideration by Board at its meeting on 5/10/2010. Application was based on total cost of \$6.3m (modified post meeting to \$6.4m), and all funding except \$0.9m would be from

RIDF. DIIRD advised that RIDF would provide 50% maximum. Was agreed that Minister for Roads and Ports need to be advised of potential shortfall.

i.

ACTION	WHO	BY WHEN
Circulate Project Control Group meeting minutes	MPV	17/9/2010
Advise Minister for Roads and Ports of potential shortfall	DOT	asap

4. Project schedule

ACTION	WHO	BY WHEN
Revised Project Schedule, including approval and permits process, and Communication Strategy, to be circulated. To be updated and circulated after meeting	MPV	asap

5. Other business

Save Bastion Point proposed alternate solution was discussed. Agreed that DOT would formally send to EGSC for consideration and advice.

ACTION	WHO	BY WHEN
Request EGSC to review and respond to alternate proposal	DOT	asap

6. Next steps

As per actions.

7. Next meeting

Thursday 7th October Level 10, Room 1, 121 Exhibition Street Melbourne

9. Operational costs per annum are estimated to be \$225-250,000 and it is anticipated that the Government will be expected to assist in meeting the costs, this figure is also subject to review.

Project Timing

10. Council endorsement is being sought at its meeting on 3 August 2010. It is expected that endorsement will be subject to all outstanding approvals being granted.
11. Subject to capital funding of the project by RIDF, including possibly a BSG funding contribution and funding of operational costs, the announcement of Government support for the project design etc could be scheduled for late August. The announcement would also be subject to the project obtaining all necessary Government approvals/permits.

RECOMMENDATION

12. That you note the above information.

Prepared by: 1

Approved by:

Freight Logistics and Marine
Phone:

Freight Logistics and Marine
Phone:

21 17 /2010
Endorsed by:

21 17 /2010
Endorsed by:

Freight Logistics and Marine
Phone:

Strategic Transport Planning
Phone:

21 17 /2010

21 17 /2010

RECEIVED

21 JUL 2010

Office of the Secretary
Customs & Ministerial Services

Noted


Tim Pallas MP
Minister for Roads and Ports

21 8 /2010



Department of Transport

Ministerial Briefing

TO: Tim Pallas MP
Minister for Roads and Ports

Ref: MBN013915R

FROM: Freight Logistics and Marine

File: FOL/10/37171

SUBJECT: Progress Report on Bastion Point

DATE: 21 July 2010

PURPOSE

1. To provide you with a progress report on the Bastion Point project.

BACKGROUND

2. The most recent brief on this project was provided to you on 25 June 2010 (Attachment 1).

ISSUES/OPTIONS

Project Approvals

3. The following approvals remain outstanding:
 - Council endorsement of the project based on final design and costing. This is required prior to any funding applications being submitted;
 - Planning permit for the removal of native vegetation, which needs to be referred to the Department of Sustainability and Environment (DSE);
 - Aboriginal Cultural Heritage permit to be sought from Aboriginal Affairs Victoria;
 - Native Title – DSE to advise on this; and
 - *Coastal Management Act (CMA)* consent to be sought from the Minister of Environment and Climate Change. This cannot occur until all of the approvals listed above have been granted.

Project Funding

4. The current estimated capital cost of the project is \$5.5m; however it is subject to detailed review and analysis and is anticipated to increase. It is expected to be funded by a combination of Regional Infrastructure Development Fund (RIDF), Boating Safety Grants (BSG) and the East Gippsland Shire (EGS).
5. RIDF applications can be made monthly. It is anticipated that an application will be submitted in time for consideration by the RIDF Board at its meeting on 7 September 2010.
6. The BSG applications close on 13 August 2010, with an announcement of successful applications due in early to mid October 2010.
7. EGS has committed \$0.3m towards the cost of the carpark.
8. The combination of these three funding sources is unlikely to fully cover the capital costs required. Further negotiations and/or the identification of an additional funding source will be required.

- It was agreed to reconvene this group asap, with MPV present, to discuss and resolve how these issues can be sorted out and completed to every party's satisfaction.

ACTION	WHO	BY WHEN
DOT to convene a meeting for tomorrow morning at 9am	DOT	asap

- Governance

No information on this – to be discussed at next meeting.

- Clarification of permit and approval requirements

Cultural Heritage Management Plan – EGSC advised that they had withdrawn the application yesterday after advice from their consultants that AAV had several issues with it in its current form. EGSC to meet with AAV in the next week or so and go through the issues prior to submitting an amended/new plan. DIIRD offered to phone AAV and discuss.

ACTION	WHO	BY WHEN
EGSC to meet with AAV	EGSC	29.10.2010
DIIRD to phone AAV	DIIRD	asap

Native Title – no submissions received so this can be considered resolved.

CMA Consent – DSE advised that a letter seeking additional information from EGSC had been sent. Also advised that Water Technology had been contracted to peer review the Coastal Vulnerability Assessment, and were expected to start work shortly for work that would take approximately a week to complete.

3. Other issues (not covered above)

Funding – both DIIRD and DOT advised that the different applications were still under consideration.

Project budget – to be discussed at the next meeting.

5. Next meeting

9am Friday 22nd October Level 10, Room 1, 121 Exhibition Street Melbourne

Minutes

Bastion Point Project Development Group

9am, 21 October 2010

Room 1, Level 10, 121 Exhibition Street, Melbourne

Attendees

DOT:

ir

East Gippsland Shire (EGS):

DSE:

DIIRD:

Gippsland Ports

Apologies

MPV:

DOT

EGSC

DIIRD

1. Previous minutes

The previous minutes were accepted.

2. Actions from previous meeting

- Peer Review of Design/Safety Review
- A discussion on where this was up to was had. DOT provided the advice as relayed from MPV that there was a third design under consideration. EGSC advised on their understanding of the status of the design review, which they had only been briefed on yesterday.
- DSE queried the review of the Safety Audit/Operation Management Plan which was heavily qualified with the statement that they had not seen the final design, and were making assumptions on that. The question was – how much weight can be given to it? DOT asked the question ‘Why didn’t they have the final designs?’
- The implication of any change in design on the costing was also discussed.

- Status of funding – RIDF and DOT to advise if known
- Project Budget

5. Other business

6. Next meeting

1.

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Agenda

Bastion Point Project Development Group

9am, 21 October 2010

Room 1, Level 10, 121 Exhibition Street, Melbourne

Attendees

DOT:

East Gippsland Shire (EGS):

DSE:

DIIRD:

Gippsland Ports (GP)

Apologies

Director Freight Logistics and Marine

MPV:

1. Introduction
2. Previous minutes
3. Actions from previous meeting
 - Peer review of design
 - MPV to forward peer review to DOT by 13.10.2010
 - DOT to consider ringing CES – after above
 - Governance
 - Governance plan to be circulated for comments by MPV 13.10.2010
 - Clarification of permit and approval requirements (EGSC)
 - Cultural Heritage Management Plan – EGSC to discuss with AAV re delays in registration
4. Other issues (not covered in above)
 - Status of all approvals and permits

- Aurecon originally proposed an alternate option which effectively required the use of more and heavier rock armour. They then came to the view that the core and filter were also inadequate (these elements keep the seawater from infiltrating the structure), and designed an alternate structure that is a basic rock structure with 5 tonne rocks on the outer layer. Seawater can infiltrate, and as a consequence the usability may reduce from 90 to 85%. A sketch of this proposal was forwarded to MPV yesterday.
 - MPV advised that the design had been forwarded to Currie and Brown for cost evaluation, which is expected to be available early next week.
 - A discussion then was held on the Safety Audit review, but this was somewhat hampered because [redacted] was not present, and she was the main contact on this aspect of the work within MPV. In particular, concern was expressed that the review did not have the benefit of the final design plans, and was heavily conditional in some of its advice.
 - Governance
No information on this – to be discussed at next meeting.
 - Clarification of permit and approval requirements
Cultural Heritage Management Plan, DIIRD, advised that they had rung AAV, who are happy to meet up with EGSC in the next week to discuss.
 - Project budget
 - Not discussed.
- 5. Next meeting**
- Early next week, with details to be arranged by DOT at the conclusion of the meeting.

Minutes

Bastion Point Project Development Group
9am, 22 October 2010
Room 1, Level 10, 121 Exhibition Street, Melbourne

Attendees

DOT:

East Gippsland Shire (EGS):

DSE:

DIIRD:

MPV:

Apologies

MPV:

DOT

EGSC
DOT:

Gippsland Ports

1. Issues outstanding from 21.10.2010

- Peer Review of Design/Safety Review
- EGSC advised that had not yet discussed the 3rd option, developed by Aurecon and submitted yesterday, with either CES or Aurecon.
- MPV detailed the evolution of the design process, including the review, and the issues that had arisen. In brief these were
 - Different design approaches - Original designer, CES, had designed the breakwater via the use of modelling work at Adelaide University; reviewer Aurecon has used a more conventional structural engineering approach.
 - Aurecon was of the view that the design was 'underdone'. They subsequently went to Adelaide University and discussed, but remained unconvinced.

Agenda

Bastion Point Project Development Group

9am, 22 October 2010

Room 1, Level 10, 121 Exhibition Street, Melbourne

Invitees

DOT:

East Gippsland Shire (EGS):

DSE:

DIIRD:

MPV:

Apologies

Gippsland Ports (GP)

DOT:

East Gippsland Shire (EGS):

Freight Logistics and Marine

1. Issues outstanding from 21.10.2010 meeting

- Peer review of design
- Governance plan
- Cultural Heritage Management Plan
- Project Budget

2. Next Meeting

Minutes

3. Other issues (not covered above)

- Project Control Group meeting minutes for 13/9/2010 were forwarded to DOT

ACTION	WHO	BY WHEN
DOT to circulate	DOT	7.10.2010

Project schedule

- Revised schedule was circulated with draft minutes

4. Other business

Responsibility for Project Management Costs

A discussion was held on Project Management costs. It was agreed that EGSC and MPV would meet to discuss in more detail what their respective roles and therefore costs would be. Some urgency on this as RIDF needed this as part of their assessment.

ACTION	WHO	BY WHEN
MPV and EGSC to meet, discuss and circulate outcome	MPV	asap

5. Next meeting

9am Thursday 21st October Level 10, Room 1, 121 Exhibition Street Melbourne

ACTION	WHO	BY WHEN
MPV to forward peer review to DOT when available	MPV	13.10.2010
DOT to consider ringing CES	DOT	After above

- Governance

Draft plan has been developed but needs to be refined within MPV prior to circulation. Should be ready for circulation early next week.

ACTION	WHO	BY WHEN
MPV to circulate for comments and input	MPV	13.10.2010

- Clarification of permit and approval requirements

Cultural Heritage Management Plan – some discussion on this, with conflicting advice on whether it was actually registered. EGSC assumed it was being processed and the 30 day period would end on 21/9. MPV advised they had spoken to AAV on Tuesday this week and AAV had advised it was peer reviewing the plan with that expected to be complete next week. While AAV were undertaking some of the community consultation required, it was not yet a registered plan. This is now on the critical path.

ACTION	WHO	BY WHEN
EGSC to discuss with AAV	EGSC	asap

Native Title – no submissions received so this can be considered resolved.

Planning Permit – DSE Bairnsdale had requested additional information, which has been provided. EGSC advised that, as far as they were aware, all relevant information was submitted to enable a decision to be made.

CMA Consent – DSE advised that a letter was being drafted to go out in the next few days seeking additional information from EGSC. This would effectively stop the clock, which would not start again until all information is received. DSE also advised that Minister needs to have the following documents before making an assessment

- Safety Audit and peer review
- Design that reflects safety audit recommendations, and peer review, with satisfactory resolution

DSE also advised that Minister had some concerns as DSE insures the reserve and so liability falls to the Department.

The conclusion of this discussion is that all approvals will not be obtained before caretaker period.

Minutes

Bastion Point Project Development Group
9am, 7 October 2010
Room 1, Level 10, 121 Exhibition Street, Melbourne

Attendees

DOT:

East Gippsland Shire (EGS):

DSE:

MPV:

DIIRD:

Apologies

Gippsland Ports

Infrastructure Development, DIIRD

1. Previous minutes

The previous minutes were accepted.

2. Actions from previous meeting

- Response to safety audit
- Review of response to Safety Audit and Operating Management Plan completed and received by MPV on 20.9.2010

ACTION	WHO	BY WHEN
Circulate	DOT	7.10.2010

- Peer review of design

MPV coordinated and advised on a meeting of the original designer (Coastal Engineering Solutions CES) and peer reviewer (Aurecon P/L) where difference in design was discussed. CES tabled additional information on wave data etc, and Aurecon are now currently continuing their review with this additional information, but have expressed continued concern about the rock armour design. Final peer review is expected to be available early next week. .

4. Other issues (not covered in above)

- Project Control Group meeting 13.9.2010
 - Minutes of meeting to be circulated 17.9.2010 (MPV)
 - Advise Minister of Roads and Ports of potential shortfall(DOT) asap
- Project Schedule

Revised Project Schedule, including approval and permits process, and Communication Strategy, to be updated and circulated after meeting (MPV)
- Alternate design
 - Request EGSC to review and respond to alternate proposal (DOT) asap

5. Other business

6. Next steps

7. Next meeting

Documents circulated prior to or with Agenda

1. Adopted minutes of meeting 26th August 2010
2. Draft minutes of meeting 16th September 2010
3. Updated Project Schedule

Agenda

Bastion Point Project Development Group
9am, 7 October 2010
Room 1, Level 10, 121 Exhibition Street, Melbourne

Attendees

DOT:

East Gippsland Shire (EGS):

DSE:

MPV:

DIIRD:

Apologies

Gippsland Ports.

Infrastructure Development

1. Introduction
2. Previous minutes
3. Actions from previous meeting
 - Response to safety audit
 - Complete review of response to Safety Audit and Operating Plan and circulate by 17/9/2010 (MPV)
 - Peer review of design
 - Resolve differences between original design and peer review and report back. 24/9/2010 (MPV)
 - Governance
 - Governance plan to be circulated within week for comments (24.9.2010) and comments back to MPV (1.10.2010)
 - Clarification of permit and approval requirements (EGSC)
 - Planning permit amendment sought – has it been granted?
 - Cultural Heritage Management Plan approval – to be submitted 17/9
 - Native Title – will know if any submissions after 22/9
 - CMA Consent - to be submitted 17/9

RIDF. DIIRD advised that RIDF would provide 50% maximum. Was agreed that Minister for Roads and Ports need to be advised of potential shortfall.

i.

ACTION	WHO	BY WHEN
Circulate Project Control Group meeting minutes	MPV	17/9/2010
Advise Minister for Roads and Ports of potential shortfall	DOT	asap

4. Project schedule

ACTION	WHO	BY WHEN
Revised Project Schedule, including approval and permits process, and Communication Strategy, to be circulated. To be updated and circulated after meeting	MPV	asap

5. Other business

Save Bastion Point proposed alternate solution was discussed. Agreed that DOT would formally send to EGSC for consideration and advice.

ACTION	WHO	BY WHEN
Request EGSC to review and respond to alternate proposal	DOT	asap

6. Next steps

As per actions.

7. Next meeting

Thursday 7th October Level 10, Room 1, 121 Exhibition Street Melbourne

- Cost review
 .Costs as detailed in the draft RIDF application (circulated prior to meeting) were almost final costs with the following minor amendments/notes.
 - Council project management costs \$125k.
 - MPV project management costs \$250k
 - Contingency put at 15%, not Currie and Brown recommendation of 10%
 - Preliminaries include an allowance for remote location costs
 - Allowance include for fencing that would both protect cultural heritage and manage secure the site against any potential protests.
- Governance plan
 Governance plan draft to be circulated asap for comments

ACTION	WHO	BY WHEN
Draft document to be circulated within week for comments.	MPV	24/9/2010
Comments to be provided	All	1/10/2010

- Clarification of permit and approval requirements
 Cultural Heritage Management Plan could take 30 days (ie up to 17/10). Native title – period of notice for reserved land is over, with no submissions (to be confirmed). Period of notice for unreserved land – submissions can be received up to 22/9. CMA Consent applications will be put on hold until all other approvals are granted. Decision is then required within 28 days. Assuming no native title submissions, and AAV taking the full 30 days, CMA consent period commences 18/10 and can go up to 14/11. This is in caretaker period, and DSE advised (post meeting) that the Minister will not sign off in caretaker period

ACTION	WHO	SUBMITTED	APPROVAL GIVEN
Planning permit amendment sought	EGS	Yes	Under consideration
Cultural Heritage Management Plan approval	EGS	No – 17/9.	
Native Title	EGS	Yes	Under negotiation
CMA consent	EGS	No - 17/9	

3. Other issues (not covered above)

- Funding Strategy

Project Control Group meeting minutes for 13/9/2010 to be circulated.

RIDF application to be submitted by 17/9/2010 to enable consideration by Board at its meeting on 5/10/2010. Application was based on total cost of \$6.3m (modified post meeting to \$6.4m), and all funding except \$0.9m would be from

Minutes

Bastion Point Project Development Group
9am, 16 September 2010
Room 7, Level 11, 121 Exhibition Street, Melbourne

Attendees

DOT:

East Gippsland Shire (EGS):

DSE:

MPV:

DIIRD:

Apologies

Gippsland Ports (GP),
Infrastructure Development, DIIRD

1. Previous minutes

The previous minutes were accepted with some modifications.

2. Actions from previous meeting

- Response to safety audit

Undertake review of response to Safety Audit – MPV advised that DSE was satisfied with the review being undertaken by AMC, and that it was expected to be complete this week. The review would include a review of the Operating Plan.

ACTION	WHO	BY WHEN
Complete review of response to Safety Audit, and Operating Plan and circulate	MPV	17/9/2010

- Peer review of design

Significant difference in the two designs. It is proposed to get the two consultants to meet and come up with an agreed design outcome. The major difference was in the extent of the rock armour, which has cost implications of approximately \$0.5m

ACTION	WHO	BY WHEN
Resolve design differences and report back	MPV	24/9.2010

- Draft document to be circulated within week for comments.
3/9/2010 (MPV)
 - Comments to be provided. 10/9/2010 (All)
 - Clarification of permit and approval requirements (EGSC)
 - Planning permit amendment sought – has it been granted?
 - Cultural Heritage Management Plan approval to be sought by 9/9
 - Native Title
 - CMA Consent
- 4. Other issues (not covered in above)**
- Funding strategy
 - Convene Project Control Group meeting within two weeks – COMPLETED
 - Advise Project Development Group of final estimated project cost asap
 - Update on funding arrangements including RIF application (MPV)
 - Project Schedule

Revised Project Schedule, including approval and permits process, and Communication Strategy, to be circulated (MPV)
 - Alternate design
 - See attached. Friends of Mallacoota have submitted an alternate design to Minister Jennings. A response on this design will be required for Minister Jennings.
- 5. Other business**
- 6. Next steps**
- 7. Next meeting**
-

Documents circulated with Agenda

1. Minutes of meeting 26th August 2010
2. Final Governance Structure
3. Friends of Mallacoota alternate design

Agenda

Bastion Point Project Development Group
9am, 16 September 2010
Room 7, Level 11, 121 Exhibition Street, Melbourne

Attendees

DOT:

East Gippsland Shire (EGS):

DSE:

MPV:

DIIRD:

Gippsland Ports:

Apologies

1. Introduction

2. Previous minutes

3. Actions from previous meeting

- Response to safety audit
 - Undertake external review of RSA. to advise when someone is engaged and timeframe for completion. ASAP (MPV)
- Peer review of design
 - Complete Peer Review and advise Project Development Group when this occurs. 3/9/2010 (MPV)
- Cost review
 - Complete Peer Review and advise Project Development Group when this occurs ASAP (MPV)
- Governance
 - Governance structure to be amended and circulated – COMPLETED (MPV)

Page 60 redacted for the following reason:

34(4)(a)

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Information Act 1982
Department of Transport

E-mail Message

From:
To:
Cc:
Sent: 10/09/2010 at 4:25 PM
Received: 10/09/2010 at 4:26 PM
Subject: Re BPBR Design and Cost Reviews

Hi

Obviously Currie and Brown had to form a view about the base design cost before bending it to other scenarios. It's the base design we're testing.

I've now sent you the further, and anticipated final version, of the Aurecon design review. The previous version which covered everything except the wave modelling, which EGS's designers hadn't previously been able to supply for review.

I've read the first Aurecon report and, being competent to form a view about construction issues, understand the advice as going to straight forward specification and design substitutions, not significant redesign per se. I don't see the Aurecon advice affecting the project fundamentals established by EGS.

Regards,

Major Projects Victoria
Department of Innovation, Industry and Regional Development
Ph:
Em: @mpv.vic.gov.au | Web: www.mpv.vic.gov.au

'CORE/DOI@VICGOV1
10/09/2010 02:55 PM
To /MPV/DSD@DSD@WVG
cc /MPV/DSD@DSD
Subject
Re: BPBR Design and Cost Reviews

Hi

I was of the understanding that the final cost review was to be completed when the design review was complete? Has Currie and Brown seen the design review? and if so, do they agree with your view that the implications of Aurecons comments are not a huge issue? if not, it would be worth getting a comment from them on what they think the implications would be on costing.

When will that design review be finalised? and how will the original designer respond to it? - this last question is probably directed to Chris.

Regards

Department of Transport
111/121 Exhibition Street MELBOURNE 3000.

<http://www.transport.vic.gov.au/>

Pages 45 through 58 redacted for the following reasons:

34(4)(a)

Released Under the Freedom of
Information Act 1982
Department of Transport

To
cc
Subject
RE: BPBR Design and Cost Reviews

Hi my suggestion is that if design changes are not extensive (I am yet to read what Aurecon have put forward) then the changes will happen between Coastal Management Act Consent approval and going out to tender. I would not like to hold up the consent process while design is amended.

Regards,

-----Original Message-----

From: @transport.vic.gov.au
[mailto: @transport.vic.gov.au]
Sent: Friday, 10 September 2010 2:56 PM
To: @mpv.vic.gov.au
Cc: ; DSD@nre.vic.gov.au
Subject: Re: BPBR Design and Cost Reviews

Hi

I was of the understanding that the final cost review was to be completed when the design review was complete? Has Currie and Brown seen the design review? and if so, do they agree with your view that the implications of Aurecons comments are not a huge issue? if not, it would be worth getting a comment from them on what they think the implications would be on costing.

When will that design review be finalised? and how will the original designer respond to it? - this last question is probably directed to Chris.

Regards

Department of Transport
L11/121 Exhibition Street MELBOURNE 3000.

<http://www.transport.vic.gov.au/>

/MPV/DSD@DS

D
To

09/09/10 02:31 PM

cc

/MPV/DSD@DSD, Jo

/CORE/DOI@VICGOV1