

Section	Rev 1 text	Rev 2 text	Comments									
Revision History	<table><tr><td>30/01/08</td><td>1</td><td></td></tr></table>	30/01/08	1		<table><tr><td>30/01/08</td><td>1</td><td>EMP approved by Secretary DSE and Minister for Environment, Heritage and the Arts.</td></tr><tr><td>11/04/08</td><td>2</td><td>EMP approved by Secretary DSE and Acting Assistant Secretary DEWHA</td></tr></table>	30/01/08	1	EMP approved by Secretary DSE and Minister for Environment, Heritage and the Arts.	11/04/08	2	EMP approved by Secretary DSE and Acting Assistant Secretary DEWHA	Procedural edit: Updated Revision History (Note: the date of Revision 2 date and approval history will be added prior to circulation of Revision 2)
30/01/08	1											
30/01/08	1	EMP approved by Secretary DSE and Minister for Environment, Heritage and the Arts.										
11/04/08	2	EMP approved by Secretary DSE and Acting Assistant Secretary DEWHA										
Abbreviations	DHS – Department of Human Services NH4 – ammonium NO2 – nitrogen dioxide NO3 – nitrate OC/OP – Organochloride / Organophosphate Pesticides PO4 – phosphate		Procedural edit: Abbreviations not used in EMP									
Section 2.11	instruction	induction	Procedural edit: Typo correction									
Section 3.7	POM	PoM	Procedural edit: Typo correction									

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Annexure 3	Dredged material management PDS applicable to North of Bay and South of Bay	Dredged material management PDS applicable to Yarra River and Hobsons Bay , North of Bay, South of Bay, and Entrance	Minor edit: Clarification of requirement - Dredged material management PDS applicable to dredging in all project areas.
Annexure 4 Table 9: Marine-based works (all areas) PDS	<p>19. Maritime heritage – dredging (construction)</p> <ul style="list-style-type: none"> ▪ The following management measures shall be implemented for the wreck of the <i>HMAS Goorangai</i> (S294): <ul style="list-style-type: none"> – Use of the sweep bar in conjunction with the TSHD in the vicinity of the <i>HMAS Goorangai</i> to minimise overdredge. – Draghead tracking to confirm that all dredging has taken place within the construction zone. ▪ Survey to be carried out under the supervision of an archaeologist and report to be provided to Heritage Victoria. 	<p>19. Maritime heritage – dredging (construction)</p> <ul style="list-style-type: none"> ▪ The following management measures shall be implemented for the wreck of the <i>HMAS Goorangai</i> (S294): <ul style="list-style-type: none"> – Use of the sweep bar in conjunction with the TSHD in the vicinity of the <i>HMAS Goorangai</i> to minimise overdredge. – Draghead tracking to confirm that dredging has not occurred within the area of heritage significance. – The area to which these controls apply are identified in Drawing CDP-ENV-50254 – Construction Areas – Heritage significance (Drawings are included in Annexure 7). 	Procedural edits: <ul style="list-style-type: none"> ▪ Deletion of requirement (related to baseline corrosion potential survey for HMAS Cerberus, which is no longer required by Heritage Victoria). ▪ Clarification of requirement - reference to drawing identifying area within which controls apply

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Annexure 4 Table 9: Marine-based works (all areas) PDS	19. Maritime heritage – dredging (post construction) <ul style="list-style-type: none"> Conduct site inspection within 2 months of completion of dredging in the vicinity of <i>HMAS Goorangai</i> (S294). 	19. Maritime heritage – dredging (post construction) <ul style="list-style-type: none"> Conduct site inspection within 2 months of completion of dredging in the vicinity of <i>HMAS Goorangai</i> (S294). This area is identified in Drawing CDP-ENV-50254 – Construction Areas – Heritage significance (Drawings are included in Annexure 7). 	Procedural edit: Clarification of requirement - reference to drawing identifying area within which controls apply

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Annexure 4 Table 11: Dredging and plume PDS	<p>24.Dredging</p> <ul style="list-style-type: none"> For areas to be dredged, final channel width to be no greater than 25 m outside of the Williamstown Channel, Port Melbourne Channel, and South Channel design toe lines and 15 m of the Entrance design toe line. 50% of the delivered toe line is to be within 15 m of the Williamstown Channel, Port Melbourne Channel, and South Channel design toe lines and 9 m of the Entrance design toe line. This does not apply to the sand waves within South Channel. 	<p>24.Dredging</p> <ul style="list-style-type: none"> For areas to be dredged, final channel width to be no greater than 25 m outside of the Williamstown Channel, Port Melbourne Channel, and South Channel design toe lines and 15 m of the Entrance design toe line. 50% of the delivered toe line is to be within 15 m of the Williamstown Channel, Port Melbourne Channel, and South Channel design toe lines and 9 m of the Entrance design toe line. This does not apply to the sand waves within South Channel , and the north-west side of Nepean Bank (where the minimum amount to achieve a design depth of 17.3 m is to be dredged). 	<p>Minor edit:</p> <p>To provide consistency between Standard 24 - Dredging and Standard 43 - North-west side of Nepean Bank.</p> <p>Standard 43 identifies that a ridge at least 5 metres wide along the north-west edge of the bank will be left in place until the remaining area of Nepean Bank has been dredged to the required design depth. The ridge will then be removed. This ridge was reflected in Annexure 7 drawing CDP-Env-50439 Nepean Bank ridge.</p> <p>In order to remove the ridge in the north west area of Nepean Bank, dredging will occur outside the channel design toeline.</p> <p>(continued next page.....)</p>

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(.....continued)	<ul style="list-style-type: none"> All dredging activities to take place within the construction zones. No dredging (as a subset of dredging activities) is to take place within 65 m of the outside edge of the construction zone (Port Melbourne Channel, South Channel and the Entrance only). This is to be confirmed through draghead tracking (in dredging mode only) and validated by bathymetry survey (where draghead tracking indicates that dredging in this area has potentially occurred). 	<ul style="list-style-type: none"> All dredging activities to take place within the construction zones. No dredging (as a subset of dredging activities) is to take place within 65 m of the outside edge of the construction zone (Port Melbourne Channel, South Channel and the Entrance only, except to the extent necessary to achieve a design depth of 17.3 m along the north-west side of Nepean Bank). This is to be confirmed through draghead tracking (in dredging mode only) and validated by bathymetry survey (where draghead tracking indicates that dredging in this area has potentially occurred). 	<p>(....continuation of above)</p> <p>As a consequence, dredging of the north west area of Nepean Bank will occur closer than 65 m from the outside edge of the construction zone.</p> <p>For this reason, the north west area of Nepean Bank has been excluded from the 65 m requirement and a new requirement to dredge to the extent necessary to achieve a design depth of 17.3 m along the north-west side of Nepean Bank added.</p>
Annexure 4 Table 12: Dredging schedule PDS	<p>33.Consideration of seasonal sensitivities</p> <ul style="list-style-type: none"> dredging using the TSHD in Yarra River between 1 April and 30 July restricted to no more than two calendar months, or equivalent in days to protect Australian grayling larval drift. 	<p>33.Consideration of seasonal sensitivities</p> <ul style="list-style-type: none"> Dredging using the TSHD in Yarra River between 1 April and 31 July restricted to no more than two calendar months, or equivalent in days to protect Australian grayling larval drift. 	Procedural edit: Date corrected, formatting change

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Annexure 4 Table 13: Dredged material management PDS	<p>34. Dredged material placement</p> <ul style="list-style-type: none"> DMGs – all dredged material placement activities to take place within the specified DMGs (including associated construction areas) set out in: <ul style="list-style-type: none"> Drawing CDP ENV 50253 – Marine Based Construction Areas – North of bay Drawing CDP ENV 50254 – Marine Based Construction Areas – South of bay and Entrance. <p>(Drawings are included in Annexure 7)</p>	<p>34. Dredged material placement</p> <ul style="list-style-type: none"> DMGs – all dredged material placement activities to take place within the specified DMGs (including associated construction areas) set out in: <ul style="list-style-type: none"> Drawing 35328 – Channel Deepening Project – Port of Melbourne – Coastal Management Consent Scope of Works Drawing 35331 – Channel Deepening Project – Port Phillip Entrance – South Channel – Coastal Management Consent Scope of Works <p>(Drawings are included in Annexure 7)</p>	Procedural edit: Correct drawing reference provided
Annexure 4 Table 15 : Dredged material management PDS	<ul style="list-style-type: none"> If cetacean is spotted with 300 m 	<ul style="list-style-type: none"> If cetacean is spotted with in 300 m 	Procedural edit: Typo correction

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Annexure 5 Table 23: Conformance locations for turbidity and associated environmental limits (footnote)	<p><i>Footnote 2</i></p> <p><i>2 Suspended sediment concentrations of greater than approximately 100 mg/L have been shown to increase fish egg hatching times, reduce hatching success and decrease larval fish survival.</i></p>	<p><i>Footnote 2</i></p> <p><i>2 Suspended sediment concentrations of greater than approximately 100 mg/L have been shown to increase fish egg hatching times, reduce hatching success and decrease larval fish survival.</i></p>	Procedural edit: Formatting change
footers	CDP_IMS_PL_004 Environmental Management Plan- doe Rev 1	CDP_IMS_PL_004 Environmental Management Plan Rev 2	Procedural edit: Updated Revision and formatting