

Form: EMA/EIAP 1
EIA SCREENING APPLICATION
(Regulation 4)

Legal background:

1. A person who carries out any development activity or undertaking which is subject to the environmental impact assessment (EIA) process without an approved EIA report commits an offence and is liable on conviction to a maximum fine of \$750,000 or to imprisonment not exceeding 10 years or both.
2. In addition, the Director may apply to the court for an order to stop the work.
3. A person who contravenes –
 - (a) any requirement under Part 4 of the Act; or
 - (b) a condition for approval of a development proposal or an approved EIA report, commits an offence and is liable on conviction to a maximum fine of \$250,000 or to imprisonment not exceeding 3 years or both.

Guidance notes:

1. This form sets out the information on a development proposal that the approving authority requires to make a decision on whether an EIA report is required on the proposal ('screening').
2. The proponent should follow the format of this form as far as possible and should provide detailed and accurate descriptions of the project location, activities, and potential impacts. If details are not available, reasons must be given.
3. Clear site mapping of the location, structures and physical features of the proposed undertaking must be provided on appropriately scaled diagrams and attached to this form.
4. A fee of \$242.22 is payable to the approving authority on submission of this form and should accompany it.

Part A – General Information

A1. Title of the proposed development activity

Port of Lautoka Maintenance Dredging

A2. Approving authority for the proposal

Department of Environment

A3. Proponent

Fiji Ports Corporation Pte Limited

Name of Proponent (Individual or body corporate)Address

Fiji Ports Corporation Pte Limited

Muaiwalu House, Lot 1, Tofua Street, Suva

A4. Contact person for purposes of Environmental Impact Assessment

Name: Jimmy Clint Gaunavou

Position (if body corporate): Environment and Sustainability Officer

Address: Muaiwalu House, Lot 1 Tofua Street, Walu Bay, Suva

Telephone: 331 2700

Facsimile: NA

Mobile: 9927697

E-mail: jimmy@fijiports.com.fj

A5. Nature of the development proposal

The nature of the project is for the maintenance dredging of the Port of Lautoka

A6. Estimated value of the completed project if approval is granted

Project estimated cost - \$8,000,000.00 FJD

A7. Project consultant

Contact Person: N/A

Postal Address: N/A

Telephone: N/A Facsimile: N/A

Mobile: N/A E-mail: N/A

- A8.** No previous application for approval of this proposal
 Previous decision on this proposal (Give details)

A9. Landowner

Contact Person: Fiji Ports Corporation Pte Limited

Postal Address: N/A

Telephone: 3312 700 Facsimile:

Mobile: 9907 564 E-mail: taito@fijiports.com.fj

Nature of title to the land

Refer attached Lautoka port gazette and title copy of adjacent land.

State whether the landowner (if not the proponent) has consented to the proposed development, with details of the circumstances

N/A

If the land is native land, state the view of the NLTB on the proposal

N/A

A10. Local authority

(If not the approving authority)

Contact Person: Lautka City Council

Postal Address: P.O.Box 124, Lautoka

Telephone: 666 0433

Facsimile: N/A

Mobile:

E-mail: info@lautokacitycouncil.com.fj

Part B – Details of the Development Proposal

B1. Nature of the site

The site is part of the Lautoka port vessel navigational route for entry and exit for local and international ships. Currently, the proposed site for maintenance dredging has built up sediments and it creates a significant risk of damages to vessels and as well a hinderance to port operations.

B2. Nature and scope of the proposed development

(The project profile must include plans showing the location of the proposal and its surrounding environment.)

The following maintenance dredging sections will be carried out under a Measure and Pay Contract:

Dredging of:

a. Zone A to a depth of -13 mCD

b. Zone B to a depth of -7 mCD

c. Zone C to a depth of -7 mCD

d. Zone D to a depth of -13 mCD

e. Zone E to a depth of -13 mCD

The area to be dredged is shown on Drawing 3443-C provided herewith. The total dredged volume is approximately estimated to be 124,970m³. However, the total volume shall be re-confirmed through a recommencement Bathymetric survey.

The typical seabed is mud, but patches of boulders on the surface of the mud may be present. Contractor to note clinker build-up to be also considered. Maintenance dredging boundary to be 1m offset from the wharf edge and no disturbance caused to the piles or the wharf structure.

B3. Location of the proposed development

(The project profile must include plans showing the location of the proposal and its surrounding environment.)

Port of Lautoka Located at coordinates Latitude -17.60242700 Longitude: 177.43967300.

B4. Reasons/justification for the proposal

1. FPCL's core role is centered on ensuring the safe navigation of vessels within the port boundary, facilitating the berthing and unberthing of international vessels, and managing port infrastructure. Over the past eight years, FPCL has noted a trend of increasing vessel sizes in

the Pacific region. Concerns raised by shipping lines and oil companies highlight apprehensions regarding the depths alongside the Lautoka Queens Wharf, essential for safe vessel berthing.

2. Moreover, Lautoka Port has experienced a significant rise in vessel calls, leading to vessel congestion and insufficient berthing availability. Restrictions, such as limited movements for certain vessel sizes (e.g., bulk carriers restricted to daytime movements and high tide conditions), further exacerbate the situation. These limitations notably impact the efficiency of port operations. The sediment accumulation in navigational channels and berthing pockets has contributed to these challenges.

B5. Description of the proposed development

(i) Geographical Location

Give a written description of the proposed site, including boundaries.

The proposed maintenance dredging work is located at Port of Lautoka Queens Wharf. Please refer to the Drawing No. 042020-002 for the proposed maintenance dredging location.

(ii) Physical Features

Major physical features of the site e.g. large buildings, other large structures, roads, pipelines,

The site is with the Port of Lautoka. Nearby physical features include Vio Island and wharf structures.

(iii) Area to be affected by the development

Description of local environment including topography, water courses, adjacent lands.

The area is located within the Port of Lautoka. Topography of the seafloor is generally flat.

B6. Alternatives

(i) Alternatives that are being considered, or that have been considered and rejected -

- Sites

N/A

- Construction methods

N/A

- Operating procedures

N/A

(ii) Reasons for the rejection of those alternatives

N/A

B7. Public consultations

(i) State what public consultations have been held on the proposal, if any;

N/A

- (ii) State what public response there has been to the proposal, as evidenced by consultations or otherwise.

N/A

B8. Inspection

Dates on which inspections can be carried out

(Note: The proponent must ensure that all necessary consents and approvals (if the proponent is not the owner of the site) have been or will be obtained so that inspection of the site can take place)

Part C – Environmental impact of the proposed activity or undertaking

C1. Environmental impact

- (i) State in general terms what environmental or resource impacts that the proposal is likely to have.

1. Removal/Dredging of Sediments: The sediment targeted for removal has accumulated over time due to sediment runoff and ship propeller movements. At the proposed location, there is minimal marine life presence, resulting in negligible environmental or resource impact.
2. Dumping the Dredged Material: The dredged material is anticipated to consist primarily of mud and boulders. This material will be discharged via pipelines or barges to authorized deposition locations in mid-sea. Discharge activities will be closely monitored to ensure compliance with specified boundaries and approved height limits. In the event of encountering foreign objects such as metal, concrete, or fishing nets/lines, these items will be transported to shore for disposal in a landfill or incineration.

- (ii) State how such impacts will be managed or mitigated.

The contractor will monitor the approved design depth and ensure that only accumulated sedimentation is removed. Additionally, they will ensure that the levels and boundaries do not exceed the approved parameters.

C2. Pollution incidents

Pollution incidents that might be generated by the proposal

(A 'pollution incident' is the introduction, either directly or indirectly, of a waste or pollutant into the environment, which results in harm to living resources and marine life, hazards to human health, hindrance to marine activities including fishing and other legitimate uses of the sea, impairment of quality for use of water, air or soil, reduction of amenities or the creation of a nuisance)

The risks of contaminants within the dredge ship, dredge operation noise, and refueling spills will be mitigated through the following quality control and safety measures:

1. Site Specific Safety Plan – In Coordination with the contractor, a site-specific safety plan will be implemented for compliance to operational safety and security requirements.
2. Environmental Management Plan (EMP) – an EMP will be prepared by the consultant (TBC) to address the specific environment risks posed by the dredge scope of works.

3. FPCL Emergency Contingency Plan – Provides guidance on pollution procedures as part of a port emergency oil contingency plan.

C3. Construction phase (if applicable)

- (i) Proposed date of commencement of construction

(First physical construction activity on site)

The proposed start date of the Maintenance dredging works in June 2024.

- (ii) Type of construction work e.g. dredging etc. and the processes to be followed

General process will be:

1. The appointed contractor will conduct the initial pre-dredge survey.
2. The contractor will set up required preliminaries such as boundary demarcation, navigational lighting, and safety buoys.
3. Mobilization of floating plant necessary for the maintenance dredging works will be carried out by the contractor in consultation with the FPCL Harbour Master.
4. The contractor will set up the deposition barge and pipelines at the specified location.
5. Dredging operations, utilizing equipment such as cutter suction dredges or similar, will commence according to specification requirements, with materials discharged as per the specified method.
6. A final post-dredge survey will be conducted to confirm that the required dredging objectives have been achieved for project completion.

- (iii) Estimated total construction period

(If staged, list each stage and its estimated duration)

To confirm later.

- (iv) Potential sources of pollution during the construction phase, including airborne emissions, liquid effluents and solid waste materials

Dredge operation noise, Possible contaminants within the dredge ship such as oil spill.

- (v) Hazardous substances and pollutants that might be discharged during the construction phase

No hazardous substances or pollutants will be discharged during the maintenance dredging operations.

- (vi) Any GMOs and LMOs involved in the construction activity

NA

C4. Operation of the undertaking or activity on completion of construction

(i) Proposed date of commencement of operation of the undertaking or activity

Port operations will proceed as usual during the planned maintenance dredging works. These works will be coordinated with the FPCL Harbor Master office before commencement to minimize disruption to operational activities. The schedule will be confirmed once project approval is obtained.

(ii) Description of the operation

Lautoka Port is an international multi commodity port. It handles containerized cargo, break bulk, liquid cargo and cruise vessel.

(iii) Potential sources of pollution from the undertaking or activity, including airborne emissions, liquid effluents and solid waste materials

At Fiji Ports Corporation Limited, potential sources of pollution include vessel berthing at the wharf, heavy machinery operating on the wharf, and incinerators. These are addressed through the Green Smart Port initiative, which was launched three years ago. The initiative aims to minimize pollution from operations through measures such as procuring electrical incinerators and installing LED light bulbs.

(iv) Hazardous substances and pollutants that might be discharged by the undertaking or activity.

None

(v) Any GMOs and LMOs involved in the operation of the undertaking or activity

NA

C5. Environmental monitoring

- (i) Description of environmental monitoring proposed during construction and operation of the undertaking.

The contractor will be required to have safety, quality, and environmental plans in place to ensure that works are carried out with minimal impact. An Environmental Management Plan will be provided as a guideline for the contractor to implement, ensuring that environmental impacts are minimized. Daily monitoring of the works will be conducted to ensure compliance with the requirements. In the event of non-compliance, FPCL will issue a Stop Work Notice, and the contractor will be subject to penalties.

- (ii) Estimated period of monitoring

A Site Engineer will be on site daily to conduct monitoring and provide report to Management for the full duration of the maintenance dredging works.

- (iii) Parameters to be monitored such as water quality, effluent quality etc, with estimated time frames

Monitor construction methodologies that prevent pollution in seawater and adhere to the guidelines outlined in the Environmental Management Plan (EMP).

Part C – Declaration by/on behalf of proponent

I/We apply for EIA screening of the proposal referred to above.

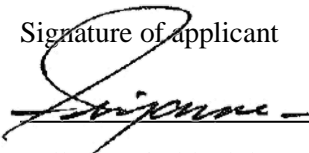
I/We certify that the particulars given above are true and correct to the best of my/our knowledge and belief

I/We confirm that all necessary consents and approvals (if they are not the owners) have been/will be obtained so that inspection of the proposal can take place

I/We agree to inspections being carried out and samples being taken in accordance with the regulations.

I/We attach the fee of **F\$242.22**

Signature of applicant



Full name in block letters

Vajira Piyasena

Name of company (if applicable)

Fiji Ports Corporation Pte Limited

Applicant's position in company (if applicable)

Chief Executive Officer

Date

02 April 2024

Note: If the proponent is a corporate body this form must be signed in accordance with the Articles of Association or other constituent document of the body.

Locality Plan:

The form must have attached to it a locality plan sufficient to identify the land or premises to which the proposal relates and any other information, plans or drawings needed to describe the proposed development.

The locality plan must clearly show the location of the site in relation to the surrounding area. It must be of sufficient quality to be used by Officers of this Department to locate the site for the purposes of a site inspection.

5 hard copies and one electronic copy of this completed form and of the locality plans, together with the fee of F\$...... , must be sent to the approving authority for the proposal, with a copy to –

The EIA Administrator

Department of Environment

P.O.Box 2131

Government Buildings

Suva

(Or direct to the EIA Administrator, if the Administrator is the approving authority)

Part D – For official use

The development proposal comes under:

- Part 1 of Schedule 2 of the Environment Management Act
- Part 2 of Schedule 2 of the Environment Management Act
- Part 3 of Schedule 2 of the Environment Management Act

Proposal number allocated: _____

Approving Authority for the proposal: _____