



Transportation of the majority of the Australia Pacific LNG workforce and construction materials from Gladstone to Curtis Island will be by ferry and barge.

During the peak construction period, the Project will require approximately 140 one-way ferry journeys and 70 barge transits per month.

Normal operations of the LNG facility will involve two ferry trips at shift start and shift end to transport personnel. Additional movement of personnel and supplies to and from site will take place as required, including by smaller water taxis.

Once the LNG industry is fully developed, it is estimated that 400 LNG ships will visit the Gladstone Harbour annually. This equates to slightly more than one LNG ship per day.

## LNG Shipping

Turnaround time for vessels will be approximately 24 hours, with a product loading duration of about 14 hours.

The Gladstone Ports Corporation strategic plan envisages an increase in total planned port capacity to 300 million tonnes per year within the next 50 years. This is nearly four times the throughput of the year 2008. The increased traffic linked to the LNG projects is expected to be about 7 percent of the predicted increase in shipping.

There are many other harbours located around the world that effectively manage LNG traffic for

neighbouring LNG terminals. These harbours are also much busier than Gladstone Harbour. Many of these harbours, such as Japan's Tokyo Harbour, are similarly located close to populated areas.

## Harbour Access

The Department of Infrastructure and Planning determine which parts of the Gladstone State Development Area remain open for public access. It is unlikely that areas directly adjacent to the LNG facilities in the Curtis Island Industry Precinct will remain open for public access.

For safety, the LNG proponents, Gladstone Ports Corporation (GPC), and Maritime Safety Queensland (MSQ) agreed that the LNG loading jetties will have an exclusion zone radius of 250 metres.

Australia Pacific LNG understands, and is sensitive to, the community's interest in retaining access to Graham Creek. Australia Pacific LNG does not anticipate a restriction of access to Graham Creek due to the Project.



origin

ConocoPhillips

APLNG is a CSG to LNG Joint Venture  
between Origin and ConocoPhillips