

## FREQUENTLY ASKED QUESTIONS ON THE SUBMITTED PLANNING APPLICATION FOR SCUTTLING OF FIPASS FOLLOWING PUBLIC ENGAGEMENT

AUGUST 2022

If you have a question that isn't answered in the FAQs or the planning application documents, you can direct questions to [port.questions@sec.gov.fk](mailto:port.questions@sec.gov.fk).

COMMENT / TOPIC AREA	RESPONSE
Why are we making a new planning application for the port facilities in Stanley?	This planning application is to alter the method of decommissioning FIPASS from that originally proposed; dismantlement on the shore, to scuttling the barges at sea.
What are the changes proposed in this new application?	<p>This new application is seeking approval to remove FIPASS barges in stages, to temporarily position them to the east or south of their current location in Stanley Harbour (to manage marine invasive species) and then scuttle them at Sea to the South West of Lively Island near Shag Rock.</p> <p>This is a change from the original planning permission granted which was to allow the barges to be pulled up onto the shore and for them to be dismantled on the land.</p>
How much hazardous waste will be removed from the bottom of the ballast tanks inside the barges?	In a small number of chambers within FIPASS there are small amounts of hydrocarbons that are estimated be approximately 15m3 of material that will be disposed of safely. This material will be removed by tanker. Flocculant will be added and the material dewatered in a single decontamination geotube. This material will be taken to the UK and disposed of in a specialist hazardous waste disposal site.
Why aren't the barges being scuttled with explosives?	The proposed method of scuttling is by controlled sinking using non-explosive methods to reduce potential scattering of debris and to keep any potential environmental impacts to a minimum.
What is a desktop study and what is the difference between a desktop study and a survey report?	A desktop study is a study based on research obtained from previous empirical reports and existing information, whereas a survey report is a physical study. Both methods have been used and contributed towards the formation of the Environmental Impact Assessment which supports this planning application.
Can the barges be repurposed for anything on the islands?	<p>This application is for one method of decommissioning and does not rule out alternative options, which may include for example private sector interest in repurposing one or more of the barges, whether that be on or off the islands.</p> <p>Anyone interested in the barges should contact the Port Project Team by email at <a href="mailto:port.questions@sec.gov.fk">port.questions@sec.gov.fk</a> or by phone on 27040.</p> <p>Proposals for their proposed use and how they will ultimately be decommissioned will be factored into decision making.</p>
What is the consenting process for these works in terms of licencing?	In addition to planning permission, a licence is also required under Part 14 of the Maritime Ordinance 2017 (i.e. a licence to dump, dispose or otherwise discharge waste into the sea).
Has the route to the scuttling site and movement of barges been risk assessed?	Yes, the route has been risk assessed by the Designer. It has been assessed from various aspects including route options, prevailing weather and ocean conditions, statistical analysis and suitable weather windows.

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Why not sink the barges in shallower water to create a new habitat?	Depending on location, sinking in shallower water could cause both a risk to navigation and also potentially impact marine life on the seabed more. These are some of the reasons that a deeper water site was identified. The barges will represent additional habitat diversity at the proposed deeper scuttling site and are expected to be colonised by a range of marine species, predicted to be similar to that seen on the Elqui. Further analysis is provided in section A9.4.2 of the EIS.
The identified invasive species are all over the islands, why bother removing them?	As good practice, it is necessary to take reasonable measures to minimise the risk of spreading invasive non-native species (INNS). It is correct that if the species are already present in the receiving environment that there is less risk of spread during the scuttling operation, but the survey information obtained from the scuttling site indicate that the INNS identified on FIPASS ( i.e. within the Harbour) are not present at the scuttling site.
Why was the site near the Elqui looked at first?	In part, this overall area was selected because there was some precedent, given the sinking of the Elqui. However, other important aspects are the fact that the area is clear of all current fishing licence boxes and is sufficiently deep to avoid impacting on navigation. In addition, the bathymetric survey confirmed this area comprised coarse sandy habitat, which has low ecological sensitivity relative to the shallower rocky areas.