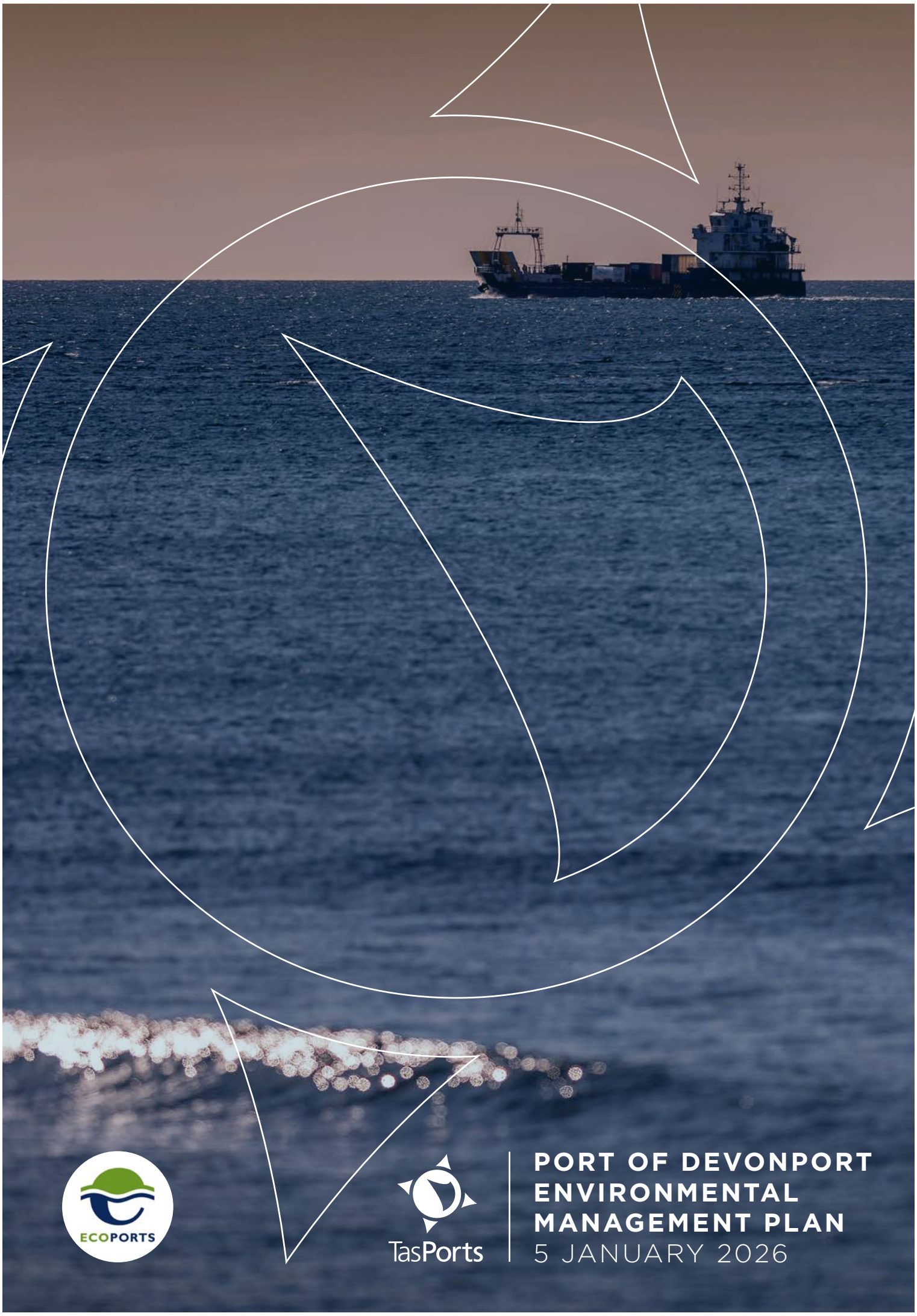

PORT OF DEVONPORT ENVIRONMENTAL MANAGEMENT PLAN

5 JANUARY 2026

Document control

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0	May 2023	TF	Devonport MASTER edited with: Port of Devonport EMP – PERS Draft, Risk Register, First strike plan and 2019 MS environmental report		
1	Nov 2023	TF	Updates to FY23 data, updates and edits	S. McLeod	Nov 2025
1.1	22 Dec 2023	JD SS TF	Adopted all edits	T.Furlonge	Dec 2025
2	August -Dec 2025	TF SS	New document for 2025 re-certification. Content is based off 2024 Hobart PERS and reformatted to meet the online EcoPorts PERS training notes. This has a different order and additional content as advised by EcoPorts documents.	S. McLeod	Dec 2025
3	Jan 2026	TF SS	Adjustments post EcoPorts review of V2	T.Furlonge	5 Jan 2026

TasPorts acknowledges the traditional owners of the land, sea and waterways of the Port of Devonport, the Pirinilaplu (Punnilerpanner people). We pay our respects to elders past and present and to the Aboriginal community that continues to care for country.

Contents

Port profile

Tasmanian Ports Corporation Pty Ltd (TasPorts) is a state-owned company and is the owner and operator of a number of ports in Tasmania, including the Port of Devonport and the Devonport Airport.

TasPorts was established pursuant to the *Tasmanian Ports Corporation Act 2005* (the Act), which states that TasPorts' principal objectives are to:

- facilitate trade for the benefit of Tasmanians; and
- operate its activities in accordance with sound commercial practice.

The Port of Devonport is one of Tasmania's primary ports. Each year approximately four million tonnes of freight transit the port.

The Eastern side of the port is undergoing wharf upgrades to accommodate new and improved infrastructure to support vessels into the future. The Eastern side of the port is home to Tasmania's only Passenger ferry to mainland Australia, *Spirit of Tasmania*, and the Sea Road company also operates a freight service to and from Melbourne, Australia.

The western side of the port provides infrastructure and support for a range of tenants to import and export their products. The western side is also accessible to the community and is the home for the TasPorts support vessels.

Environment, governance and social responsibility

TasPorts prioritises the management of port environments by integrating Environmental, Social, and Governance systems to reduce risks, while its proactive communication team enhances awareness among staff and the community.

This Environmental Report demonstrates that TasPorts is committed to effective port management, as evidenced by its EcoPorts certification from the European Sea Ports Organisation (ESPO).

Port location and port area

Tasmania is an island state, situated to the south of mainland Australia. The port of Devonport is located within the city of Devonport on Tasmania's north coast. (Figure 1). The port is located on both sides of the Mersey River and encompasses 30 hectares of port land and 105 hectares of water. The port waters are licenced from the Crown. The Port of Devonport is divided into two major functional areas: the entrance channel and bend, and the inner harbour comprising the swing basin and seven working berths (Figure 2).

Figure 1: The green balloon represents the location of the Port of Devonport in Tasmania, Australia.

Aerial view of the Port of Devonport

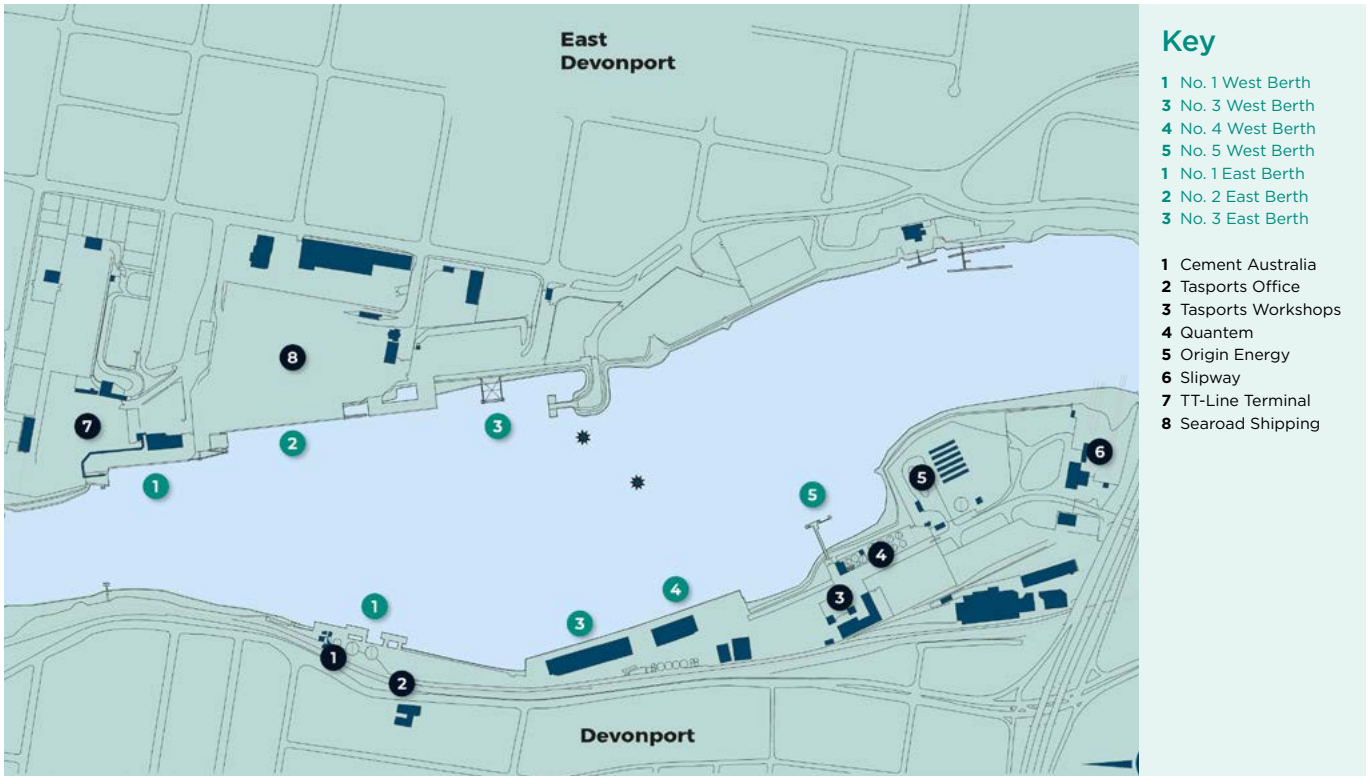


Figure 2: Port of Devonport layout of berth and infrastructure.

Environmental management system

EcoPorts is an international port specific environmental management standard that enables benchmarking with other ports around the world (EcoPorts Report; 2022). The EcoPorts Port Environmental Review System (PERS) assists ports with developing and implementing an environmental management program that aligns with European Sea Ports Organisation (ESPO) and ISO 14001, the international standard for Environmental Management Systems.

TasPorts is committed to continual improvement of environmental performance through the implementation of an Environmental Management System (EMS). The EMS contains information required to manage environmental risks at the Port of Devonport and outlines performance objectives and plans for environmental improvement.

TasPorts' EMS addresses the EcoPorts PERS and Environmental Report requirements and is published every two years in line with certification requirements.

The objectives of TasPorts' EMS are to:

- outline how TasPorts identifies and manages the risks and opportunities associated with delivering its services and activities to minimise impacts to the surrounding environment and cultural heritage assets of its ports;
- provide an overview of the significant environmental aspects and associate risks, and outline the key treatment plans that will address these risks;
- outline TasPorts environmental objectives and improvement planning processes;
- outline how TasPorts identifies, fulfils and reports on its legal and other environmental requirements; and
- provide a framework for ensuring TasPorts environmental performance is continually and systematically improved.

Port development

TasPorts has a major port reconfiguration underway on the eastern side of the Port of Devonport (herein referred to as "QuayLink") which will greatly enhance trade through improved infrastructure and facilitation of larger vessels. This project presents many opportunities to improve environmental standards and performance of the port.

To support the QuayLink work, TasPorts has completed seasonal environmental surveys that include data collection on:

- Water quality
- Sediment quality
- Invasive marine species
- Seagrasses and Scallop beds
- Vulnerable species search
- Marine mammal monitoring
- Underwater 3D modelling

Port history

The operation of the Port of Devonport dates back to the mid 1850's when developments on both sides of the Mersey River serviced coal and timber exports. Industry continued to develop and grow, and in 1926 the Goliath-Portland Cement Company was established at Railton. The first bulk fuel delivery through the port was in October 1940. Initial fuel pipelines were installed at Berth 3 and were later extended to Berth 4 in 1963. The Roll on Roll Off (RORO) Terminal at East Devonport was established in 1959.

The Mersey River mouth ("Paranaple") was a resource for the Tasmanian aboriginal communities and continues to be of interest for the community. There are no registered aboriginal heritage listings for the Port of Devonport[1].

A number of heritage listed buildings are located within 1 km of the port, including residential properties along Formby Road, Wenvoe Street, Wright Street. East Devonport and the old Marine Board Building (Formby Road)[2].

[1] Tasmanian Aboriginal Heritage Register checked 25 August 2025 Aboriginal Heritage Register | Aboriginal Heritage Tasmania.
[2] Tasmanian Heritage Register checked 25 August 2025 Search the Tasmanian Heritage Register | Heritage Tasmania.

Key factors influencing the environmental condition of the port

Historical impacts

Since European settlement the Port of Devonport has been used for cargo shipping and recreational purposes. There are no records or history of industries being a major polluter to the port land, the estuarine or marine environments.

Historically, sewerage and stormwater have not had any lasting impacts in the Port of Devonport.

Shipping

Introduced species in marine and intertidal areas may harm ecosystems and are difficult to remove once established. Shipping activities are believed to be largely responsible for the introduction of marine pest species into the port. Vessel related vectors of introduced species include ballast water and biofouling on the hull on the vessel.

Present-day influences

Surrounding land-use

The land-use surrounding the Port of Devonport is varied, with a combination of industry, recreation and residential activities, and urban developments. The waters in and around the port receive inputs from the central business district, industrial areas, commercial precincts and residential zones. Key influences on the environmental condition of the port include stormwater from industrial and urban areas.

Catchment

Upper catchment areas are dominated by agricultural enterprises that have been developed on predominantly cleared land. The area is known for its quality fertile soils supporting a variety of dairy, meat and vegetable enterprises. Where riparian zones have been cleared of native vegetation, freshwater flowing into the port may be turbid after heavy rains.

Climate change and flooding

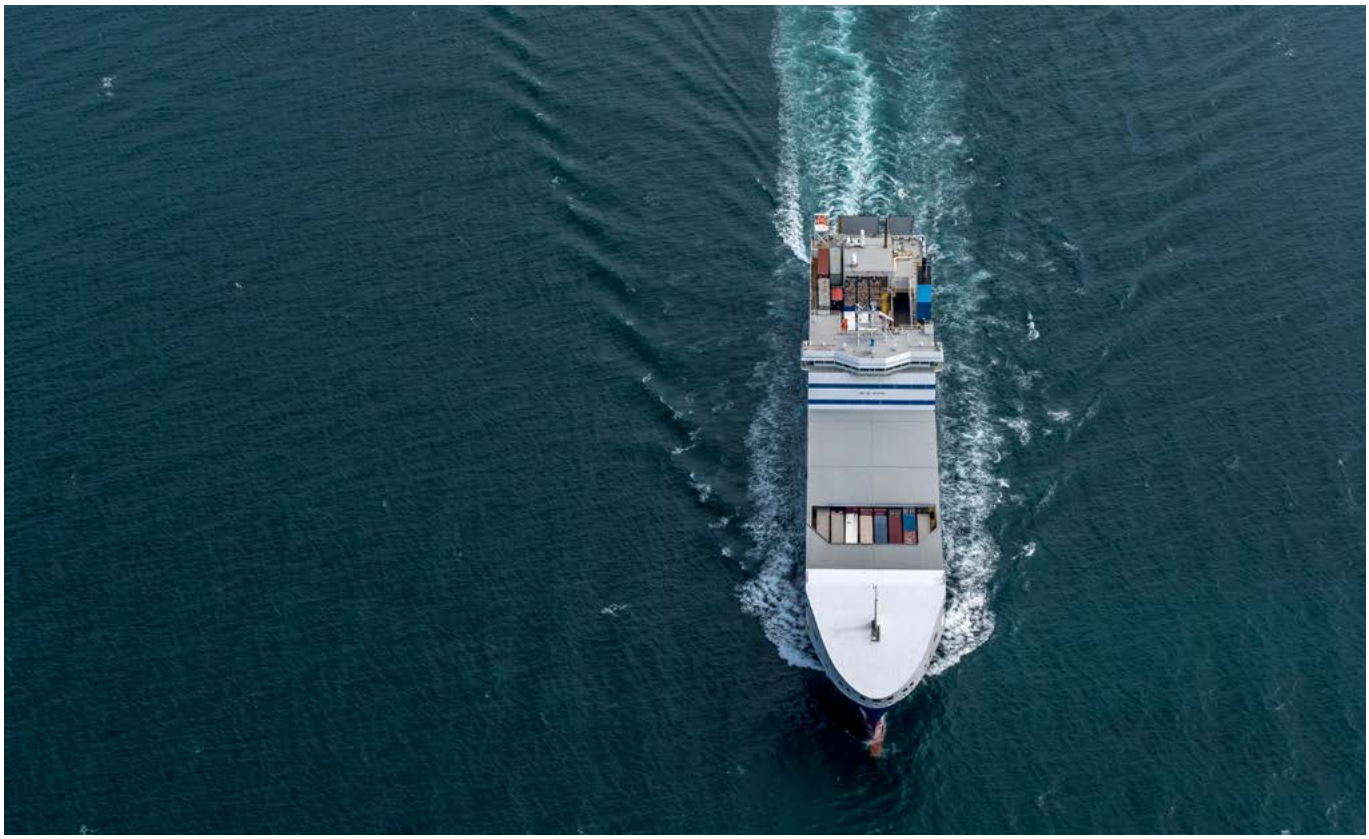
The Port of Devonport may be vulnerable to flooding, a risk expected to increase with the effects of climate change. Over the past decade, two major flood events in the Mersey Catchment have led to temporary port closures and sediment accumulation. Additionally, coastal erosion and increased runoff into the Mersey River may degrade water quality within port waters. Rising water temperatures and ocean acidification may further disrupt the river's natural ecosystems, creating more favourable conditions for a variety of invasive aquatic species.

Port statistics

Freight resources and waste statistics for the Port of Devonport landside operations from FY2025 are in Table 1.

Table 1: Port of Devonport FY2025 Freight, Resource and Waste Statistics.

ATTRIBUTE	DEVONPORT TOTAL	% OF TASPORTS TOTAL
Import Freight (tonnes)	1,645,869[3]	31%
Export Freight (tonnes)	2,355,123.3[3]	26%
No. Vessel Visits	938.3[3]	37%
Water Use (kL)	62,151	25%
Diesel Use (L)	22,308[4]	1%
Electricity Use (kWh)	301,395.4[4]	5%
Greenhouse Gas Emissions (t CO2e-)	114.4[4]	1.7%
Waste to Landfill (tonnes)	25.74[5]	10%
Waste Recovery (tonnes)	1.95.6[5,6] (7%)	6%



[3] TasPorts Draft Annual Report 2024/25
[4] Data sourced from GHG Summary 2024-2025
[5] Veolia Ecologic reporting Fy25
[6] The process of extracting materials or energy from a solid or liquid waste stream for re-use, recycling or energy use

Port environmental conditions and values

Environmental conditions, sensitive receptors and ecosystem character in and around the Port of Devonport are discussed in sections below.

Water quality

The Mersey River at the Port of Devonport has a moderately degraded estuarine environment. The water of the port is exchanged daily through strong tidal flushing. High background turbidity, particularly on outgoing tides, result from suspended sediment derived from the catchment or resuspended from mudflats in the upper reaches of the estuary. Periodic floods from high rainfall, flush fresh water and deposit large volumes of sediment into the port.

The Mersey River catchment land use upstream of Devonport, is predominantly agricultural and forestry.

There are no significant sources of industrial effluent or municipal wastewater into the Mersey River. Devonport and Latrobe treated sewage is discharged into the Bass Strait east of the port at Pardoe. The western port side is not sewered and relies on septic tank waste services.

Fishing and recreation

The Mersey River is a popular launching place for recreational boaters and fishers, with the Mersey Yacht Club located on the eastern shore.

Whitebait (consisting of Tasmanian whitebait and Australian Grayling) are recreationally targeted by fishers, with fishing permitted from 1 October until 11 November.

An ephemeral bed of commercial scallops (Pecten fumatus) is located approximately 10km northeast of the mouth of the Mersey River. This area is approximately 6km east of the previous dredge disposal area and approximately 10km southeast of the new proposed dredge disposal area.

Marine habitat

Giant kelp (Macrocystis spp.) is regarded as the nearest sensitive marine flora receptor to the Port of Devonport. The kelp was observed to be present at the mouth of the Mersey River in April and September 2015, but was absent in 2016. It was again present in 2021. The 2025 TasPorts eDNA survey detected species of kelp in two of nine estuarine samples. In all instances, when the kelp was present it was observed in 0–2 m of water, this means it does not qualify as a threatened ecological community under the EPBC Act **(Figure 3)**.

Figure 3: Aproximate location of giant kelp at the mouth of the Mersey River (CEE 2015).

The nearest seagrass populations (Amphibolis antarctica), are reported to occur to the east and west of the Port of Devonport. Seagrass and epiphytes were surveyed in 2015 and 2016 at four marine locations some distance away from the mouth of the Mersey River. Both of these marine flora species represent good quality marine habitat **(Figure 4)**.

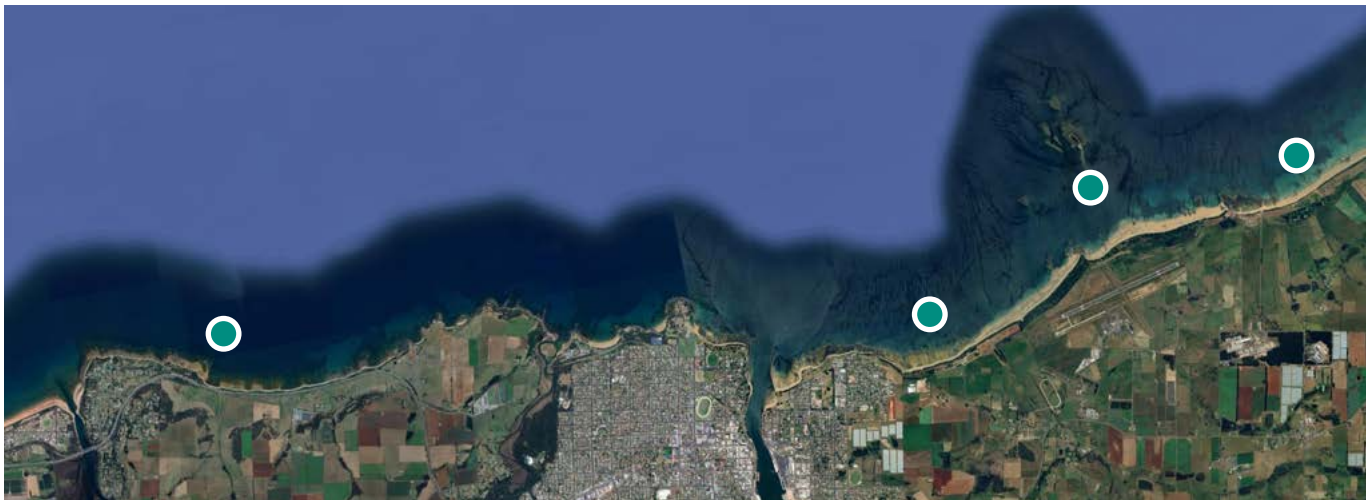


Figure 4: Approximate location of seagrass beds in 2015 (CEE 2015).

Marine sediment

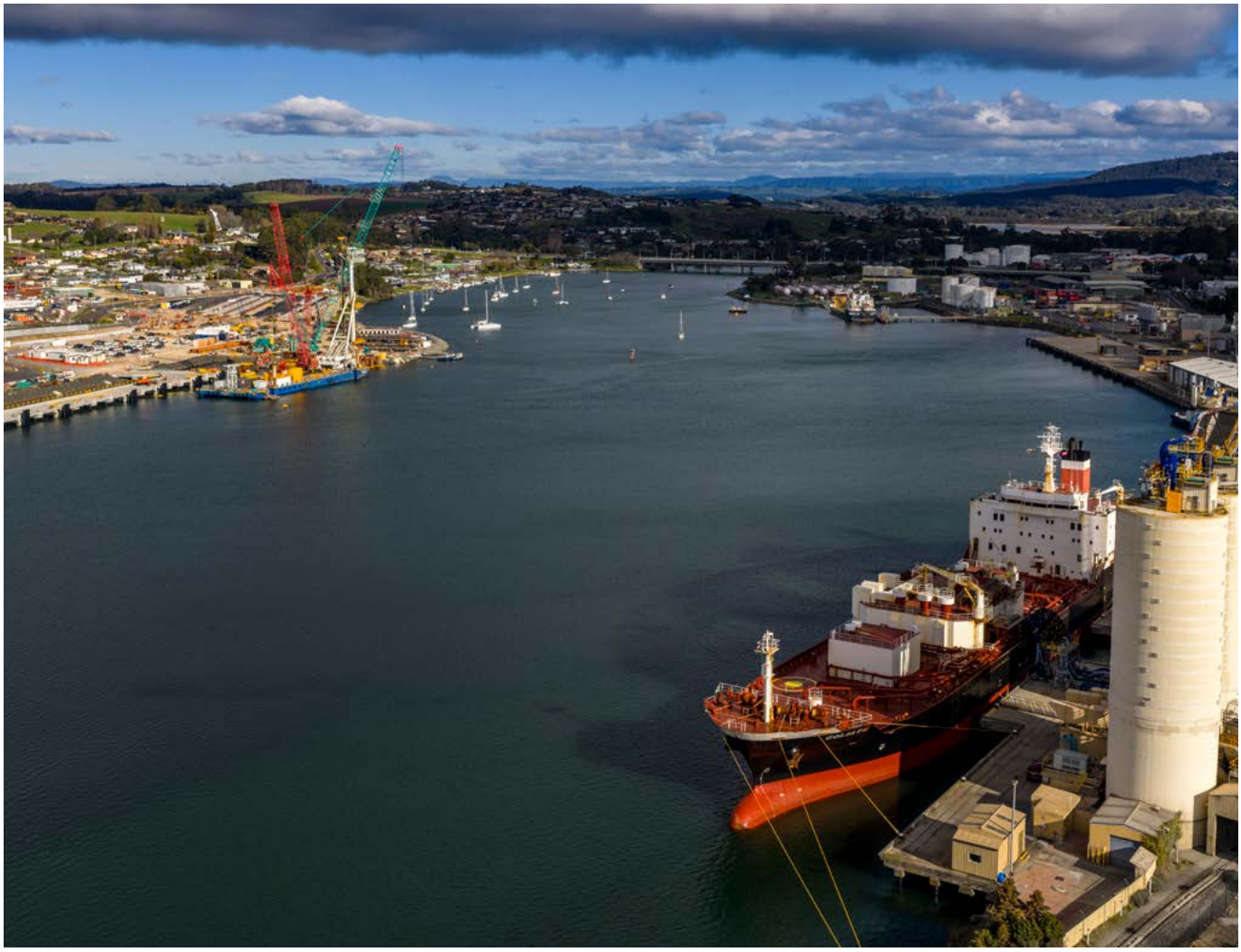
The Mersey catchment is free from any major sources of industrial contamination. The marine sediments in the Mersey River generally contain low levels of metal contaminants believed to be naturally derived from upstream.

TasPorts undertakes assessments of marine sediments every 3-5 years. Additional testing has been undertaken in 2024 and 2025 to support proposed dredging. Targeted marine sediment analysis has also been done in the tidal zone of the Mersey Slip as part of the site's remediation.

The Mersey Slipway has been in operation for many decades and historically has been a source of marine sediment contamination from antifouling paints and other waste disposal. Regular flushing of river sediments during high flows and floods however has meant that the legacy marine sediment contamination in the estuary does not extend beyond areas adjacent to the slipyard. Some isolated occurrences of tributyltin (TBT) have been detected but is most commonly not present in any detectable concentration. The slipyard site has undergone cleanup and remediation from 2023 through to 2025 and is no longer regarded as a source of marine sediment pollution.

Cysts of the dinoflagellate Alexandrium tamarense are present in the sediment of the inner harbour, however analyses in 2007 and 2018 have recovered only functionally non-toxic strains of the species.

The marine sediments have a low probability of generating acid sulphate soils.



Marine wildlife

In 2023 TasPorts created an internal wildlife observation reporting system to track observations of marine wildlife across all ports. Observations of marine wildlife and migratory shorebirds in and near the Port of Devonport are common.

The Australian Grayling (Prototroctes maraena) listed as vulnerable by both state and federal legislation, are known to move through the port as migrating juveniles between mid-September and December while the river remains below flood levels. Southern right whales (Eubalaena australis), humpback whales (Megaptera novaeanliae) and blue whales (Balaenoptera musculus) listed on EPBC and TSP Acts, have the potential to be present within 5km of the port. There have been sightings of humpback whales within 5km, but no confirmed sightings of blue whales.

Seals are commonly observed in the port waters and around berths. The primary potential impact on marine mammals such as seals, dolphins or whales is injury from direct contact or underwater noise from vessels (Figure 5).

Pot belly seahorses are a common occurrence throughout the port and often observed near in-water infrastructure (Figure 6).

Figure 5: Fur seals in Tasmanian waters.

Figure 6: Potbelly Seahorse (Hippocampus abdominaalis).

Introduced marine species

A number of marine pest species have been established in the Port of Devonport. No new marine species were observed in the port from underwater video, diver surveys or eDNA testing during 2024 or 2025.

The introduced Pacific Oyster (Crassostrea gigas) and cryptogenic hydroids are common throughout the port (Figure 7).

A single small bivalve likely to be Theora lubrica was found in the 2015 port survey near No. 4 Berth West, however, it has not been observed in subsequent surveys nor was it detected via eDNA in 2025. This species is potentially invasive if conditions are favourable, however this does not appear to be the case in the Port of Devonport.

During periodic flooding of the Mersey River, the increased freshwater flow prevents the intrusion of the saltwater tidal wedge and the water in the Port of Devonport is completely fresh for several days. This helps to control densities of marine pests in the harbour. Large floods may also control populations of marine pests by physically removing individuals and washing them out to sea.

In 2024 TasPorts introduced two settlement plates to separate locations on the western side of the port to monitor for invasive marine species.

Figure 7: Pacific Oysters (Crassostrea gigas)
photo: Pacific Oysters (Crassostrea gigas) - Google Search)

Landside soil and groundwater

All excavations and movement of soil are managed in accordance with TasPorts Environmental Guideline Managing Contaminated Material During ground Penetration and Excavation. This guideline is compliant with Tasmania's Environmental Protection Agencies Information Bulletin 105 for the Classification and management of contaminated soil for disposal.

A phase 1 site contamination assessment has been completed for the eastern side of the Port which identifies potential sources of contamination based on historical use and known contamination sources. Soil sampling of high-risk areas on the eastern shore such as surrounding underground fuel tank will be completed as part of the QuayLink Project. Soil sampling of the southern section of the broader Devonport East port found minor concentrations of some metals believed to be of natural origin and not in quantities high enough to pose a potential unacceptable risk to human health (or the environment). Soil sampling has been undertaken in some areas of the western shore in support of projects including decommissioning of old fuel pipelines and building demolition.

Detailed soil and sediment testing of the Mersey Slip was completed in 2022 identifying a number of areas of contamination with hydrocarbons, TBT and metals. In 2024 and 2025 the slipyard has undergone rehabilitation and remediation works to remove contamination.

Landside wildlife

There is very little natural habitat for terrestrial wildlife within the port land zone. Many areas of the port however are flat and protected and so provide suitable habitat for nesting and roosting for seagulls and pacific gulls. Rock doves are the primary pest species present on the port, where sheds may allow access for nesting, roofing and loafing. Cormorants are present mainly on breakwater and navigational aids. Fairy penguins have not been observed within the port area of Devonport.

Gorse is the only known prohibited plant species observed at the Port of Devonport, plants have been removed and the area is being managed. Other weeds are commonly widespread species typical of urban habitats, including Malva spp., short-lived members of the Brassicaceae, annual or short-lived perennial grasses, and blackberry nightshade (Solanum nigrum).

When opportunities arise, introduced plants and weeds, will be replaced with local native species to create areas of local environmental biodiversity.

Figure 8: Silver gull (Chroicocephalus novaehollandiae)

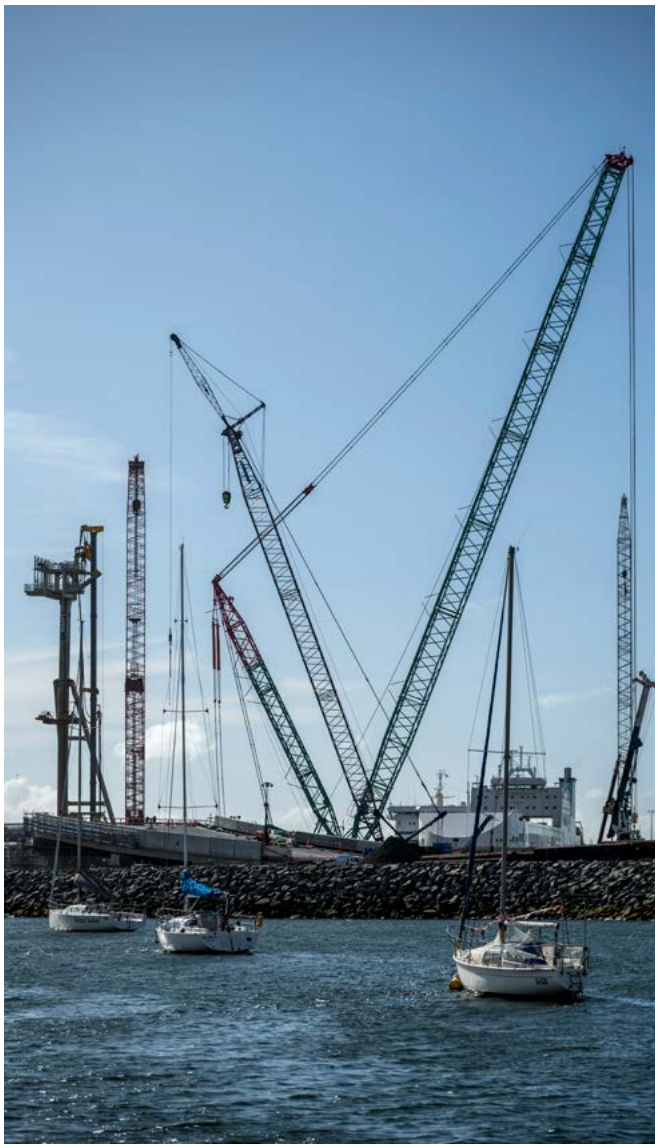
Noise

TasPorts applies a Noise Management Standard to all port operations. As the Port of Devonport is close to the city of Devonport, noise management is important.

Noise levels in the CBD are influenced by traffic on Formby Road in addition to the port. The noise of traffic approaching or leaving the port also contributes to the noise levels in the area adjacent to the port.

Changes in port use, such as new tenant activities or infrastructure developments such as the QuayLink project are managed through TasPorts Noise Management Standard and completion of noise impact assessments.

A baseline noise assessment of the port was undertaken in November 2018. A port noise model was completed in 2022 to assist with QuayLink on the eastern side of the port, design and development of appropriate noise mitigation strategies.



Light

TasPorts applies a Light Pollution Management Standard to all ports. A baseline light assessment for the Port of Devonport was completed in August 2022. Recommendations from this report have been taken into consideration for existing light sources and for future site development.

Chapter 1 | Environmental policy

The Port of Devonport operates under TasPorts Health Safety and Environment (HSE) Policy and Sustainability Policy, both policies express our commitment to continuous improvement in environmental and sustainability performance. TasPorts is committed to making information on its environmental programs available to the public through published reports

The HSE Policy **(Figure 9)** and Sustainability Policy **(Figure 10)**, are endorsed by the Chief Executive Officer and apply to all TasPorts employees, contractors, tenants and visitors.

Environmental objectives are developed to address each port's environmental priorities and significant environmental aspects. Table 2 is an overview of environmental objectives relating to the Port of Devonport's significant environmental aspects. The Health Safety and Environment Policy ensures that through this PERS, TasPorts will:

- ensure air emissions are reduced;
- ensure air emissions are managed to maintain acceptable air quality across the port and into the community;
- manage all hydrocarbon spills in a compliant manner to minimise environmental harm;
- dispose of and compliantly manage all excavated materials removing potential for environmental and community harm; and
- implement best practise for dredging activities, minimising environmental harm.

The 10 most significant environmental issues for the Port of Devonport in order of priority are:

1. Air quality
2. Dust
3. Soil contamination land
4. Sediment contamination
5. Dredging disposal
6. Dredging operations
7. Noise
8. Light
9. Water quality
10. Relationships with the community

Of these 10 issues, Table 2, on p.17 describes the Policy action plan for improvement actions, measurable targets and key performance indicators for the priority seven.

Health Safety and Environment (HSE) policy

PURPOSE

TasPorts is committed to conducting our business activities in a safe and environmentally responsible manner and protecting the health and safety of employees and others affect.

SHARED VALUES

PROUD

Proud to play our part, we follow through with courage and conviction.

CARE

To show care, we actively engage and listen.

TOGETHER

We don't go it alone, because we're better together.

SHARE

Information empowers, so we share it generously.

TRUST

We trust our people and processes, to deliver with integrity.

TasPorts ensures the safe control and security of all major ports and delivers critical pilotage services as well as provision of towage, slipway and refuelling facilities, supply of floating plant and equipment for marine engineering projects, and construction and coastal haulage.

We believe sustainability is a whole-of-business concept and we have a shared vision to connect people, products and solutions, for the benefit of all Tasmanians. To achieve this, TasPorts will take all reasonable care and practicable steps to:

a) Achieve a fit for purpose risk and compliance program and management system, which enables us to meet our regulatory and community obligations and a best practice standard that is appropriately resourced with competent staff.

b) Provide appropriate resources, plant, equipment, information, instruction, training and supervision to ensure the effective management of health, safety and environment risks.

c) Develop a culture that promotes a positive informed attitude towards mental health with a focus on prevention, early identification and intervention strategies that support recovery and that encourage people to feel safe and supported to disclose mental health issues.

d) Prevent environmental harm occurring as a result of activities occurring on TasPorts property and to conduct our activities in a manner that aligns with the EcoPorts environmental initiative.

e) Enhance communication and engagement related to safety and environmental protection through a commitment to consult with internal and external stakeholders including the communities we operate in and workers representatives to seek improved HSE outcomes.

f) Identify foreseeable safety and environmental hazards, conduct risk assessments and eliminate or control hazards for injury prevention, health preservation and environmental protection.

g) Achieve certification to the International Standard for maritime Pilot Organisations (ISPO) in order to achieve and maintain the highest practicable safety and quality standards with due regard to the safety of human life and avoidance of damage to the environment and property.

h) Establish measurable HSE objectives and targets to ensure continued improvement aimed at elimination of work-related injury and illness and the reduction of our operation's impact on the environment including resource reduction

This HSE policy guides TasPorts safety and environmental compliance programs which are integrated with TasPorts vision, corporate intentions, values, business objectives and other TasPorts policies and procedures.

TasPorts is a state-owned company responsible for eleven ports and Devonport Airport. TasPorts runs a diverse range of operations around the state with the purpose of facilitating trade for the benefit of Tasmania, through the commercial provision of infrastructure and services. The company also maintains community-use waterfront assets at Inspection Head, King Island, Stanley, Strahan and Sullivans Cove.

TasPorts is committed to developing and fostering a strong and positive safety culture. This includes promoting an environment of fairness, openness and trust by making staff feel confident to speak up when things go wrong, without fear of blame or reprisal.

This HSE policy applies to all TasPorts employees, contractors, tenants, visitors and volunteers or those who may be affected by the conduct of our operations. Any person attending a TasPorts site or conducting business on behalf of TasPorts must, if a task cannot be carried out safely, stop work. TasPorts supports work being stopped, reported and working together to make it safe before continuing.

Anthony Donald
Chief Executive Officer
Date: 06 December 2022
Version: 2

Figure 9: TasPorts Health Safety and Environment (HSE) policy.

TasPorts Sustainability policy

PURPOSE

TasPorts commitments to sustainability are aligned to our Values, the World Ports Sustainability Program and the United Nations Sustainability Goals.

SHARED VALUES

PROUD
Proud to play our part, we follow through with courage and conviction.

CARE
To show care, we actively engage and listen.

TOGETHER
We don't go it alone, because we're better together.

SHARE
Information empowers, so we share it generously.

TRUST
We trust our people and processes, to deliver with integrity.

Our commitments

Environment

- Contributing to a circular economy through reuse, leasing, repairing and recycling.
- Identifying opportunities to reduce lifecycle environmental impacts in procurement and business decisions.
- Obtaining EcoPorts certification for our major port operations.
- Protecting and restoring habitat and ecosystems in port waters and landside areas.
- Reducing marine pollution and eliminating litter within TasPorts' control.
- Reducing consumption of resources and waste and improving operational efficiencies.

People

- Demonstrating best practice safety, wellbeing and psychological health and safety initiatives.
- Always striving to improve the safety, wellbeing and security of all port users.
- Creating a diverse and inclusive culture and work environment in which our people can do their best work.
- Requiring transparency of sustainability performance in our supply chains and assessing standards prior to making decisions.
- Working to eliminate modern slavery practices in our operations and supply chains.

Community

- Benchmarking and providing public reports on sustainability performance.
- Collaborating and creating partnerships with the community and stakeholders to return shared value.
- Developing service standards and applying the highest standard of ethics and integrity to every engagement.
- Increasing the organisation's knowledge, understanding and protection of aboriginal heritage and values.
- Supporting Tasmanian producers, suppliers and service providers.

Infrastructure and technology

- Adopting long-term infrastructure, asset and service plans to enhance economic efficiency and prosperity.
- Adopting low carbon, smart and resource efficient technologies.
- Participating in the transition to electric vehicles, renewable energy and alternative fuels.
- Supporting new innovative industries, smart information solutions and trade developments to improve Tasmania's economic growth.

Climate and energy

- Assessing climate-related risks, implementing adaptation responses and improving infrastructure resilience.
- Assessing embodied energy, carbon costs and emissions in capital expenditure and procurement decisions
- Considering carbon offsets and scope 3 emission reduction initiatives (shore power) as part of TasPorts' carbon reduction plans.
- Developing and implementing plans to achieve net zero carbon emissions by 2040.
- • Investigating and implementing a shadow price of carbon for decision making.
- Reporting third-party verified TasPorts Scope 1, 2 and 3 carbon emissions.

At TasPorts it is our goal to ensure that our daily operations, plans for growth and decision-making are conducted in a manner that enhances future economic, social and environmental value and will not compromise it.

Everyone at TasPorts commits to embedding the following sustainability principles and actions into all aspects of our organisation and operations.

Anthony Donald
Chief Executive Officer
Date: 06 December 2022
Version: 2

Figure 10: TasPorts Sustainability policy.

Policy action plan

The Port of Devonport's detailed targets and actions (initiatives) for improvement are documented in the Environmental Improvement Plan FY25-27 in Chapter 4.

Table 2: describes the Policy action plan for the priority environmental issues at the Port of Devonport from 2023 and 2024.

PRIORITY	SIGNIFICANT ENVIRONMENTAL ASPECT	ENVIRONMENTAL ISSUE	PORT POLICY	ACTIONS TAKEN	RESPONSIBILITY	KEY PERFORMANCE INDICATOR	TARGETS	
							2023	2024
1 & 2	Air emissions from Cargo handling and tenant activities.	Dust	Dust and air emissions from port does not adversely impact community amenity or disrupt other port activities.	**1.** Communications through Port User meetings **2.** Cooperation of tenants and port users in every day best practise **3.** Development and review of Environmental Management Plans	Manager Operations (NW) & Advisor Environment	Reduction in community and Port user complaints.	1	1
3	Release of contaminants from soil.	Receiving environments	100% compliance with waste regulations and active minimisation of waste volumes. No adverse impact from activities on TasPorts land from existing contaminated soils and sediment.	**1.** Communications and training through Port User meetings **2.** Cooperation of tenants and port users in everyday best practise **3.** Compliance with TasPorts Environmental Guideline - Managing contaminated material during ground penetration and evacuation	Manager Operations (NW) & Advisor Environment	Reduction in number of incidents.	0	0
4	Spills – hydrocarbons, hazardous materials from bunkering and cargo handling.	Water pollution	Eliminate and reduce water discharges to protect marine water quality and marine habitat.	**1.** Communications through Port User meetings **2.** Cooperation of tenants and port users in everyday best practise **3.** Development and review of Environmental Management Plans	Manager Operations (NW) & Advisor Environment	Reduction in number of incidents.	4	2
5 & 6	Sediment disturbance from dredging and port development.	Water pollution	No adverse impact from activities on TasPorts land from existing contaminated soils and sediment.	**1.** Implement best practice dredging procedures **2.** Minimise impact to receiving environments from sediment disturbance **3.** Compliance with Sea Dumping Permit **4.** Collection and review of water quality and sea bed data for monitoring	Dredging Project Manager & Advisor Environment	Reduction in the number of times water quality guidelines have been exceeded	NA (dredging was delayed and planned to start early 2026).	
7	Noise emissions.	Excessive night time noise	Excessive night time noise, noisy construction works, underwater noise from dredging, noise from changes in operations or operations without adequate noise control.	**1.** Communications through Port User meetings **2.** Cooperation of tenants and port users in everyday best practise **3.** Compliance with TasPorts Environmental Standard - Noise	Manager Operations (NW) & Advisor Environment	No complaints	1	0

Chapter 2 | Register of environmental aspects, legal requirements and performance indicators

2.1 Environmental aspects

An environmental aspect is a TasPorts activity, product or service that can interact with the environment.

Significant environmental aspects are defined as activities, products or services at the Port of Devonport that have potential for extreme or major environmental impact (maximum foreseeable impact of major or extreme).

The significant environmental aspects, corresponding to the top 10 priorities identified in Port of Devonport's EcoPorts Self Diagnostic Method 2025 is provided in Table 3.

Table 3 is followed by a heatmap generated from the TasPorts risk matrix, identifying the priority aspects having major risk, with noise as low.

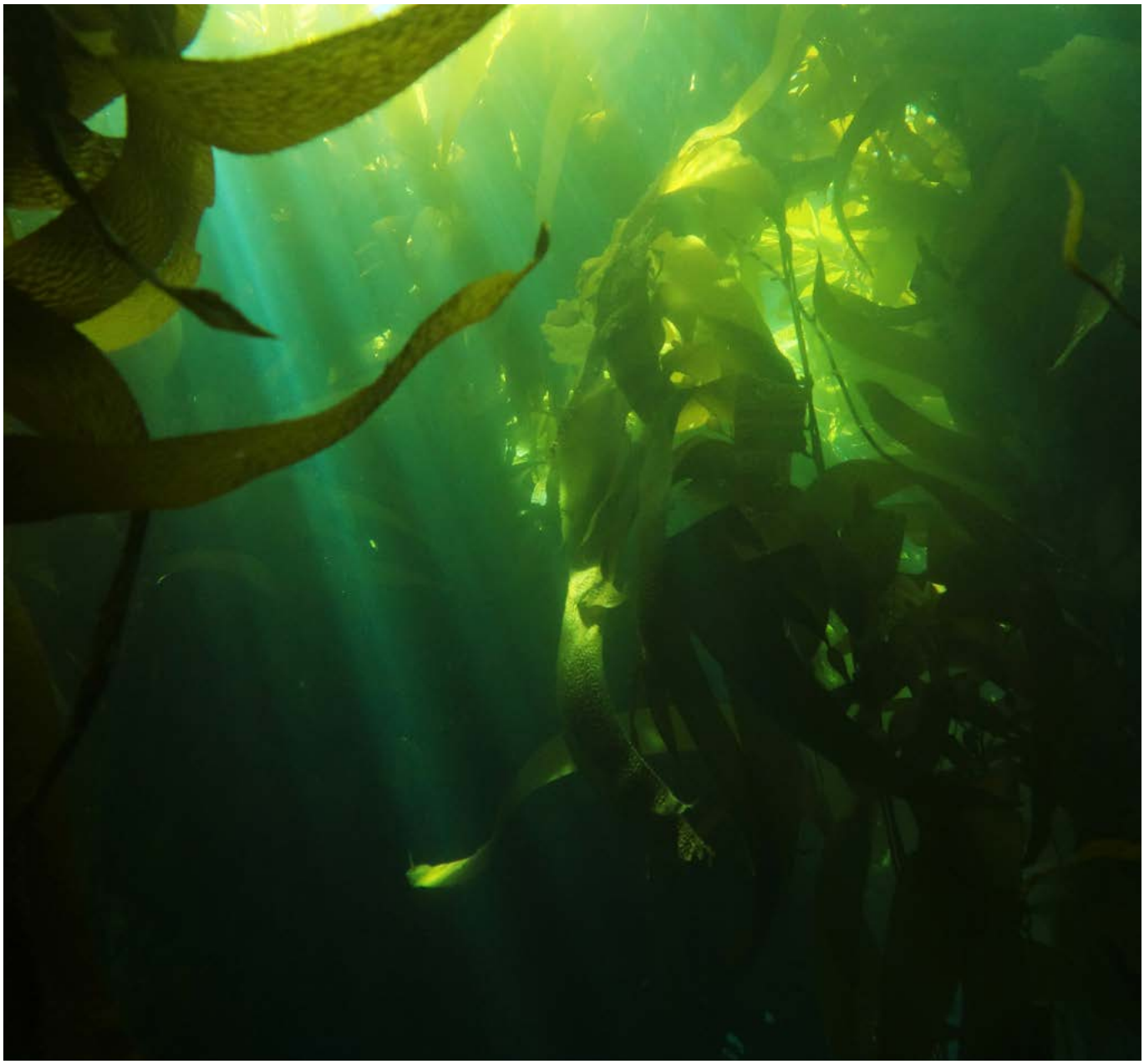


Table 3: An overview of the Port of Devonport's significant environmental aspects that correspond to the top 10 priorities identified in Port of Devonport EcoPorts Self Diagnostic Method 2025.

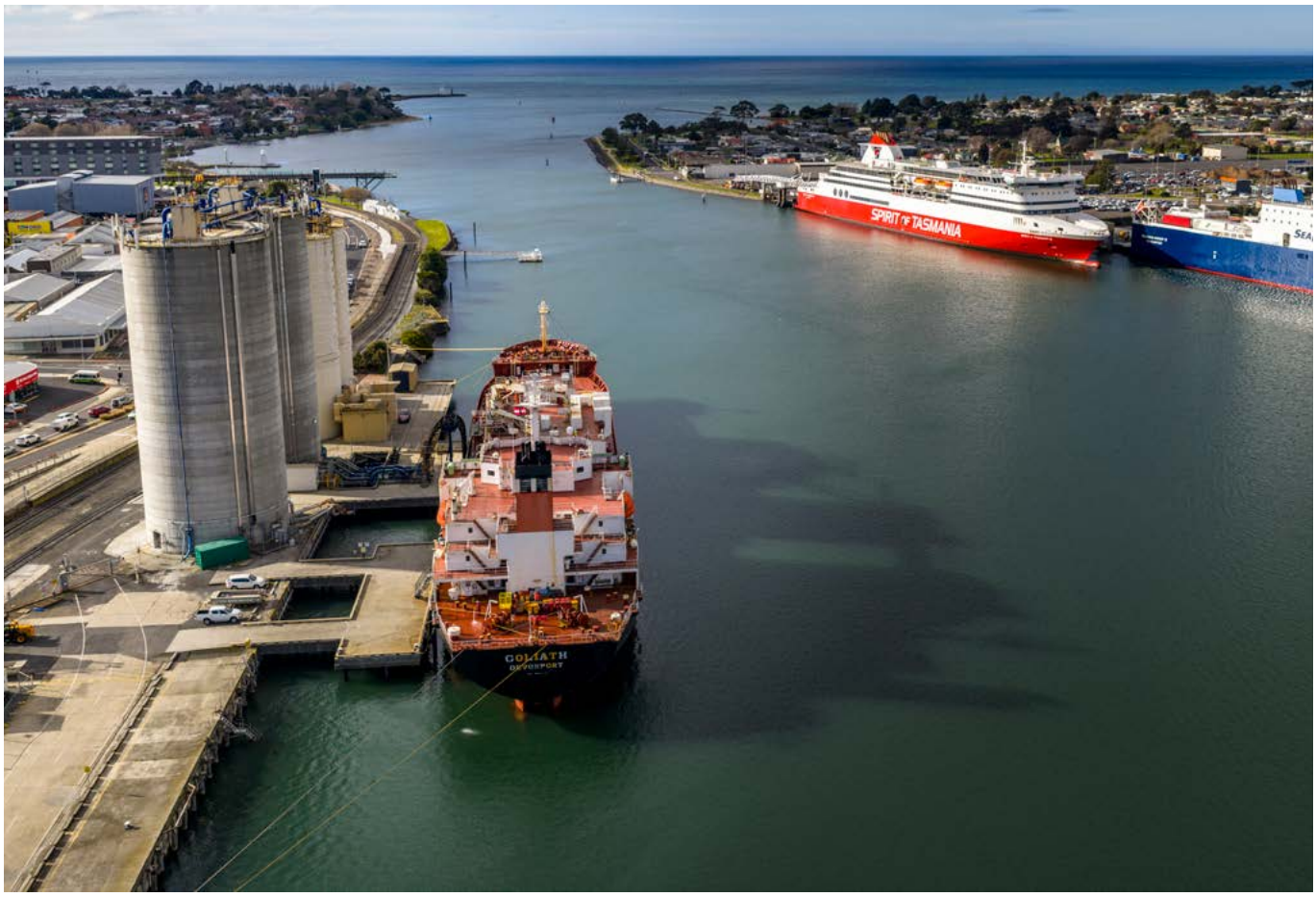
SDM PRIORITY NUMBER: SIGNIFICANT ENVIRONMENTAL ASPECTS[7]	OBJECTIVES FROM ENVIRONMENTAL IMPROVEMENT PLAN
1&2: Air emissions from cargo handling and tenant activities	Reduction in community and port user complaints
3: Spills – hydrocarbons, hazardous materials from bunkering and cargo handling	Eliminate and reduce water discharges to protect marine water quality and marine habitat
4: Release of contaminants from soil	No adverse impact on receiving environments from port contamination sources
5&6: Sediment disturbance from dredging and port development	Implement best practice dredging procedures and minimise impact to receiving environments from sediment disturbance
7: Noise emissions from port operations and port development	Minimise impacts to the community from port related noise
9: Stormwater runoff	Eliminate and reduce water discharges to protect marine water quality and marine habitat
9: Marine discharges	Eliminate and reduce water discharges to protect marine water quality and marine habitat
10: Relationship with community	Publicly communicate Port of Devonport environmental and sustainability performance Ensure adoption of light pollution and noise impact assessments for proposed port development changes
Carbon emissions and climate change impacts	Take clear and decisive action in relation to climate change and achieve net zero GHG emissions by 2040
Habitat disturbance/loss from Port Development	Minimise impacts and seek opportunities to enhance marine habitat, flora and fauna
Invasive species	Improve awareness and competency relating to marine pest biosecurity
Regulatory compliance	100% compliance with legal and other obligations
Waste management	100% compliance with waste regulations and active minimisation of waste volumes
Wildlife interactions[7]	Minimise impacts and seek opportunities to enhance marine habitat, flora and fauna

[7] Corresponding top 10 priorities identified in Port of Devonport EcoPorts Self Diagnostic Method 2025.

TasPorts risk matrix

" CONSEQUENCE / LIKELIHOOD "	INSIGNIFICANT	MINOR	MODERATE	MAJOR	EXTREME
Rare		"LOW (2) RELATIONSHIPS WITH COMMUNITY"	"LOW (3) LIQUID UNLOADING"	"MEDIUM (5) WATER QUALITY (SPILL CHEMICAL & SEWER)"	
Unlikely	"LOW (2) WATER QUALITY (LITTER, WASTE MANAGEMENT & VEHICLE WASHBAY)"	"LOW (3) WATER QUALITY (SEPTIC TANK SPILL & HYDROCARBON SPILL)"	"MEDIUM (4) DRY BULK UNLOADING (DUST)"		
Possible		"MEDIUM (4) SOIL CONTAMINATED LAND (URBAN STORMWATER)"	"HIGH (6) CONTAMINATED LAND (SPILL HYDROCARBON), SEDIMENT CONTAMINATION (TANK CLEANING), AIR QUALITY (BULK UNLOADING) & DREDGING"		
Likely	"LOW (3) NOISE"	"MEDIUM (5) AIR QUALITY (DUST)"	"HIGH (7) CONTAMINATED LAND (MATERIAL HANDLING), SEDIMENT CONTAMINATION & AIR QUALITY"		
Almost Certain					

RISK CATEGORY	RECOMMENDED ACTIONS
Critical	Immediately implement interim controls before recommencing task. Long-term controls to be implemented. Notify affected personnel.
High	Implement infra controls within 48 hours. Long-term controls to be implemented. Notify affected personnel.
Medium	Implement controls to reduce risk within one month. Notify affected personnel.



2.2 Main commercial activities

TasPorts has a level of environmental responsibility and control for activities where a commercial arrangement exists, as well as activities done under direct operational control of TasPorts.

The Port precinct services the TT-Line passenger ferry, SeaRoad freight, Bass Island Line service to King Island (BIL), Cement Australia, and other materials including fuel, fertiliser and grain. Bulk goods and fuel (mostly gas) loading facilities are on the western berths, while the passenger ferry and container vessels are on the eastern berths. The port also provides berths and loading facilities for a small range of commercial fishing and recreation vessels. A list of berth operations can be found in Table 4 and activities undertaken in Table 5.

Table 4: Summary of berth operations at the Port of Devonport.

BERTH	OPERATION
No. 1 Berth West	Customer berth. Bulk commodities (cement).
No. 3 Berth West	Small craft berth. Tug berthing and maintenance, small craft refuelling, fish unloading.
No. 4 Berth West	General user berth. Oil products, bulk wheat, container, general cargo, livestock. Bulk tallow. Quarter ramp RO-RO.
No. 5 Berth West	Vessel berth. Bulk LPG unloading, Bass Island Line operation.
No. 1 Berth East	TT-Line operations for passenger and RO-RO freight ferry.
No. 2 Berth East	SeaRoad roll on roll off (RO-RO) freight service.
No. 3 Berth East	General purpose berth.

Table 5: Activities undertaken at the Port of Devonport.

ACTIVITIES UNDER TASPORTS OPERATIONAL CONTROL	ACTIVITIES AT THE PORT (COMMERCIAL ARRANGEMENTS)
Landside operations	Hydrocarbon unloading and loading
Marine services	Vessel refuelling
Maintenance of infrastructure and berths	Passenger ferry
Maintenance workshop and storage yard	Bulk commodities exports and imports
Berthing arrangements	Agricultural exports & processing
Bass Island Line operations	Chemical imports
Port services	Fertiliser imports
Marine regulatory services	General container freight
	Bulk material handling
	Commercial fishing
	Bulk material handling
	Livestock movements

2.3 Legal requirements

A list of the Port of the Devonport compliance obligations is recorded in the TasPorts Register and environmental compliance requirements have been externally verified as being suitable and relevant for port activities.

2.4 Monitoring requirements

TasPorts Environment team defines organisational-wide environmental monitoring requirements to meet the Ports Legal Requirements and Improvement Plan. The monitoring requirements for the Port of Devonport includes:

- whole of port noise assessment every five years;
- marine ecology, habitat, water quality and marine pest surveys every five years;
- marine sediments less than three years prior to dredging or in water construction activity;
- initial baseline light assessments repeated after significant change to port development/ lighting;
- site contamination assessment of areas suspected to be contaminated;
- annual port energy use (GJ), water use (L), waste quantities (tonnes) and greenhouse emissions quantities (tonnes CO2e-);
- monthly number and type of environmental incidents and complaints; and
- verification inspections to assess the:
    - management of significant environmental aspects,
    - implementation status of improvement plan actions (initiatives),
    - compliance with legal requirements.

Additional project specific monitoring for dust, noise, water quality or marine mammal observations, may be required if the project activity is deemed as being high risk, as identified in a project specific Environmental Management Plan.

2.5 Performance indicators

Environmental performance indicators to monitor compliance, improved performance on significant environmental aspects and progress towards achieving the environmental objectives and targets for the Port of Devonport are shown below in Table 6.

Table 6: Port of Devonport environmental performance indicators.

PERFORMANCE INDICATORS	RELEVANT TARGET/S
1. % completion of Port Environmental Improvement Plan	Completion of actions in the Environmental Improvement Plan
2. Annual total number of environmental incidents (and per vessel movement)	No waste management non-compliance incidents
3. Annual number of hydrocarbon spill incidents	Zero discharges of hydrocarbons to the marine environment
4. Annual numbers and type of environmental complaints	Reduction in community and port user complaints (noise and dust)
5. Annual total tonnes $CO2_e$ - scope 1 and 2 greenhouse gas emissions (and per number of vessel movements per year)	Net zero carbon emissions by 2040
6. Annual amount of recycled waste as a % of waste to landfill (tonnes)	Track and monitor waste and recycling targets

Chapter 3 | Documented responsibilities and resources related to environmental aspects

3.1 Environmental responsibilities

TasPorts staff, contractors and other positions under the control of TasPorts, have a general duty of care to take all steps to prevent and minimise environmental harm.

The Environment and Sustainability team, provide specialist support, communications and advice to the Port of Devonport. Environmental responsibilities and accountabilities of TasPorts staff are documented in position descriptions and shown in Table 7.

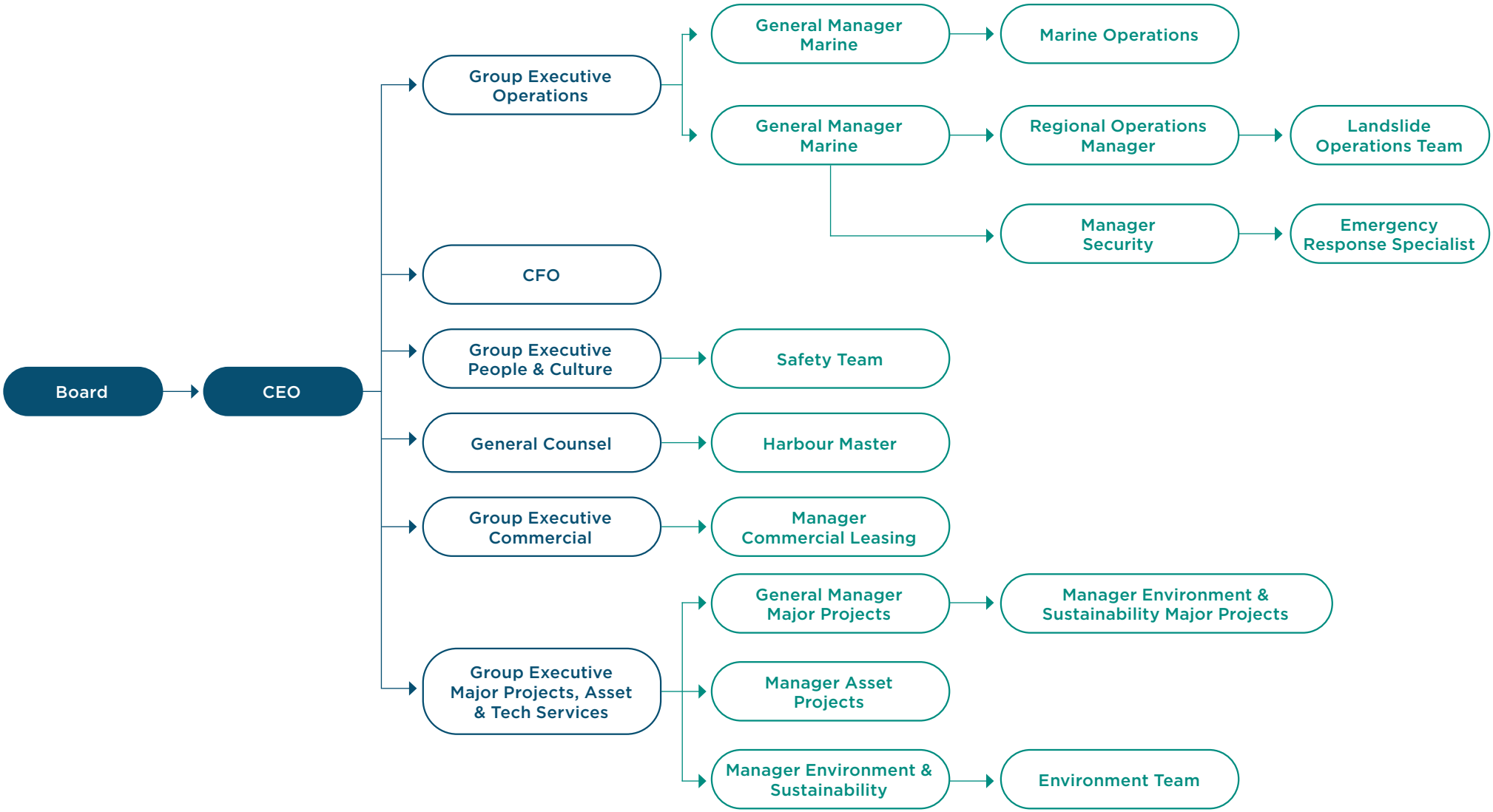
ENVIRONMENTAL RESPONSIBILITY	ROLE AND BUSINESS UNIT
Policy	Board of Directors and CEO
Objectives, targets and strategic planning	CEO and Executive Team Environment and Sustainability Manager General Manager Operations Manager Operations
Port operations – landside	Manager Operations
Port operations – marine	General Manager Marine
Harbour Master and port navigation procedures	Harbour Master
Dredging	Executive Manager Major Projects, Assets and Technical Services, Manager Dredging
Infrastructure development and project management	Executive Manager Major Projects, Assets and Technical Services Manager Asset Projects Major Projects General Manager
Contractor management	Operations Manager Manager Asset Projects Major Projects General Manager
Property leasing	Commercial Leasing Manager
Purchasing	Commercial Finance Manager
Emergency response plans and crisis management plans	Operations Manager Emergency Response Specialist
Emergency response – Oil spill response procedure	Harbour Master, Emergency Response Specialist
Emergency response – Oil spill equipment	Operations Manager, Emergency Response Specialist
Budgeting and resourcing	Environment and Sustainability Manager Operations Manager
EMS development, environmental monitoring data and records management	Environment and Sustainability Manager Environment and Sustainability Manager Projects
EMS implementation and general duty of care	All staff

Table 7: Environmental responsibilities and key personnel at TasPorts.

ENVIRONMENTAL RESPONSIBILITY	ROLE AND BUSINESS UNIT
Licences permits and compliance records	Environment Team Safety Team (dangerous goods only) Landside Operations Team Environment and Sustainability Manager Projects
Environmental Regulatory Authority liaison	Environment and Sustainability Manager Environment Team
Environmental specialist advice and incident support	Environment and Sustainability Manager Environment Team
Energy and carbon emissions	Operations Manager General Manager Marine Operations Environment and Sustainability Manager Project Manager
Air quality Noise Soil pollution management Waste management	Operations Manager Project Manager
Water pollution management Wildlife and invasive species management	Operations Manager Project Manager Marine Operations

TasPorts organisation structure

Figure 11: The location of staff with environmental responsibilities within the TasPorts organisation structure



3.2 Environmental resource allocation

A description of environmental management actions (initiatives) that have been allocated funding and resources for the Port of Devonport are outlined in Table 8.

Table 8: Environmental financial resource allocation for the Port of Devonport for FY2024 and 2025.

CATEGORY	PROJECT	ENVIRONMENTAL INITIATIVES ALLOCATED FUNDING AND RESOURCING
Environmental monitoring	Air – Dust Stormwater QuayLink Project Mersey Slipyard Dredging Projects Whole of port	• Controls in place to minimise • Monitoring during high rainfall events • Turbidity modelling and monitoring, marine sediment and land soil testing, noise and dust monitoring • Soil and sediment monitoring and rehabilitation • Marine water quality turbidity, Marine habitat sensitive receptors • Marine baseline assessment including invasive marine pest • Noise monitoring
Environmental equipment and maintenance	Whole of port	• Decommissioning and assessment of underground fuel tank • Tenants EMPs • Maintenance of upgraded of oil spill equipment
Emergency response	Whole of port	• Development of First Strike plan • Biosecurity marine pest posters and inwater monitoring
Environmental training	Landside operations	• Oil spill response and equipment operator • Contaminated material during ground penetration and excavation
Stakeholder engagement	Maintenance dredging	• TACC meetings • Port user group meetings
Climate transition and decarbonisation	Bass Island Line shore-power	• Scoping and costing of Bass Island Line shore power
Waste management	Whole of port	• General waste and recycling services

3.3 Community and stakeholders

The township of Devonport (population 26,150[8]) surrounds the port with the town centre located only 250m west of No. 1 Berth East and 250m northwest of No. 1 Berth West. The Devonport CBD lies immediately west of the port and sensitive usages include both visitor accommodation and residences. The eastern side of the port is bordered mostly by light industrial activity.

The port is visible and audible to many residents on both sides of the river, with several residential properties within 50m.

The Devonport City Council's Living City Waterfront Precinct project, connects the city with the river through a series of developments including parkland, hotels and pathways. Most public parklands are located closest to the mouth of the river extending along the foreshore and esplanade. There is a riverside pathway running south from the Mersey Yacht Club.

The Devonport Regatta is an annual event held on the Mersey River which is a popular launching area for recreational boaters and fishers.

A Devonport Port Users Working Group facilitates internal communications for landside port users. This working group is a forum to address safety and environmental issues and opportunities for improvement. In addition, the TasPorts Technical Advisory and Consultative Committee (TACC) has been established for dredging projects to strengthen relationships with stakeholders across all sectors and ensure stakeholder needs are considered in all dredging projects.

Key port stakeholders and methods of engagement are summarised in Table 9: Stakeholders in the Port of Devonport. The specific needs and expectations of TasPorts key stakeholders are detailed in TasPorts' EMS Framework.

Table 9: Stakeholders in the Port of Devonport.

STAKEHOLDER GROUPS	KEY STAKEHOLDERS	ENVIRONMENTAL INITIATIVES ALLOCATED FUNDING AND RESOURCING
Port users	Tasmanian StockFeeds, Cement Australia, VIVA energy, Natrio, Quantem, Bass Island Line, Mission to SeaFarers, and TT-Line and SeaRoad on the Eastern side	• Port Users Working Group meetings • Via shipping agents • Public website
Recreational water users	Mersey Yacht Club	• TACC meetings • Public website
Commercial fishing	Scalefish Fishery	
Recreational fishing	Inland Fisheries, Anglers Alliance Tasmania	
General public /residents	Devonport City Council, Tasmanian	
Heritage interests	Heritage Council, Tasmanian Aboriginal Heritage Tasmania	• Direct consultation
Tasmanian Aboriginal representatives	Six Rivers aboriginal corporation, Tiagarra Aboriginal Cultural Centre	• TACC meetings, direct meetings
Nearby businesses	Devonport CBD	• TACC meetings • Public website
Wildlife and environmental values	NRE Tas, Parks & Wildlife, EPA, Cradle Coast NRM.	• Annual reporting • Public website • Meetings, site visits, audits • TACC meetings

[8] 2021 Census

Chapter 4 | Conformity review of environmental policy and legal requirements

4.1 Conformity review

TasPorts Environmental Policy was developed and adopted across all ports in 2022 followed by the Sustainability Strategy in 2024. To monitor the issues, progress against actions, and compliance with the Policies, legal and other requirements, site inspections and assessments are done annually or as required.

Compliance (Conformity) is evaluated by:

- reviewing and approving contractor Environmental Management Plans (EMPs) to ensure that environmental aspects and compliance requirements have been identified and suitable controls put in place to mitigate environment impacts and comply with permit conditions and other requirements;
- developing an EMP for the Mersey Slipyard that identifies: all environmental aspects; legal and other requirements; the specifics controls required to achieve compliance, mitigate risks and improve environmental performance; and includes actions in an environment improvement plan to achieve improved performance over time;
- undertaking risk assessments for all new activities; and
- doing scheduled verification inspections to assess:
    - management of significant environmental aspects,
    - compliance with permits and EMPs,
    - implementation status of the improvement actions in 4.3 Environmental Improvement Plan, and
    - achievement of the objectives and targets in the Environmental Improvement Plan (Chapter 4.5).

Table 10 details the conformity review of the Port of Devonport for 2023 and 2024, contains targets for 2025 and 2026 and draws conclusions about the Policy action plan.

Table 10: 2025 Port of Devonport conformity review for 2023 and 2024 with measurable targets and conclusions.

PRIORITY	SIGNIFICANT ENVIRONMENTAL ASPECT	ENVIRONMENTAL ISSUE	PORT POLICY	ACTIONS TAKEN	RESPONSIBILITY	KEY PERFORMANCE INDICATOR	TARGETS		RESULTS		TARGETS		CONCLUSIONS	
							'23	'24	'23	'24	'25	'26	'23-24	'25-26
1 & 2	Air emissions from cargo handling and tenant activities	Dust	Dust and air emissions from port does not adversely impact community amenity or disrupt other port activities.	**1.** Communications through Port User meetings **2.** Cooperation of tenants and port users in every day best practise. **3.** Development and review of Environmental Management Plans.	Manager Operations (NW) & Advisor Environment	Reduction in community and Port user complaints.	0	0	1	1	0	0	Target has not been achieved. Continue to encourage best practise, review existing EMPS and encourage new EMPs.	EMPs have been developed and will be reviewed with new EMPs developed to address identified issues.
3	Release of contaminants from soil.	Receiving environments	100% compliance with waste regulations and active minimisation of waste volumes. No adverse impact from activities on TasPorts land from existing contaminated soils and sediment.	**1.** Communications and training through Port User meetings **2.** Cooperation of tenants and port users in everyday best practise **3.** Compliance with TasPorts Environmental Guideline - Managing contaminated material during ground penetration and evacuation	Manager Operations (NW) & Advisor Environment	No incidents.	0	0	0	0	0	0	Achieved.	Continue to review activities and improve everyday practise to maintain.
4	Spills – hydrocarbons, hazardous materials from bunkering and cargo handling	Water pollution	Eliminate and reduce water discharges to protect marine water quality and marine habitat.	**1.** Communications through Port User meetings **2.** Cooperation of tenants and port users in everyday best practise **3.** Development and review of Environmental Management Plans.	Manager Operations (NW) & Advisor Environment	Reduction in number of incidents.	0	0	4	2	<4	<2	More action is required. Continue to encourage best practise, review existing EMPS and encourage new EMPs.	On track to further minimise though EMPs and encouraging best practise.

PRIORITY	SIGNIFICANT ENVIRONMENTAL ASPECT	ENVIRONMENTAL ISSUE	PORT POLICY	ACTIONS TAKEN	RESPONSIBILITY	KEY PERFORMANCE INDICATOR	TARGETS		RESULTS		TARGETS		CONCLUSIONS	
							'23	'24	'23	'24	'25	'26	'23-24	'25-26
5 & 6	Sediment disturbance from dredging and port development.	Water pollution	No adverse impact from activities on TasPorts land from existing contaminated soils and sediment.	**1.** Implement best practice dredging procedures **2.** Minimise impact to receiving environments from sediment disturbance **3.** Compliance with Sea Dumping Permit. **4.** Collection and review of water quality and sea bed data for monitoring.	Dredging Project Manager & Advisor Environment	No exceedance of water quality guidelines (turbidity).	NA	NA	NA	NA	0	0	Dredging has been delayed, starting early 2026.	Monitoring has started and will continue to ensure no exceedance to water quality guidelines.
7	Noise emissions.	Excessive night time noise	Excessive night time noise, nosy construction works, underwater noise from dredging, noise from changes in operations or operations without adequate noise control.	**1.** Communications through Port User meetings **2.** Cooperation of tenants and port users in everyday best practise **3.** Compliance with TasPorts Environmental Standard - Noise	Manager Operations (NW) & Advisor Environment	No complaints	0	0	1	0	0	0	Target achieved in 2024. Continue to encourage best practise, review existing EMPS and encourage new EMPs.	Continue to review and improve noise related activities especially at night.

4.2 Environmental incidents and complaints

Monitoring results for the community and port tenant complaints relating to spills, noise and light have decreased from four in FY2023 to one in FY2024.

The number of all of the recorded incidents have decreased from seven in FY2023 to two in FY2024.

4.3 Verifications of compliance and risk

Verification inspection reports document observations and findings, and identify actions required to achieve compliance or minimise risk of non-compliance or environmental harm.

The following verifications were completed for the Port of Devonport in the last 12 months:

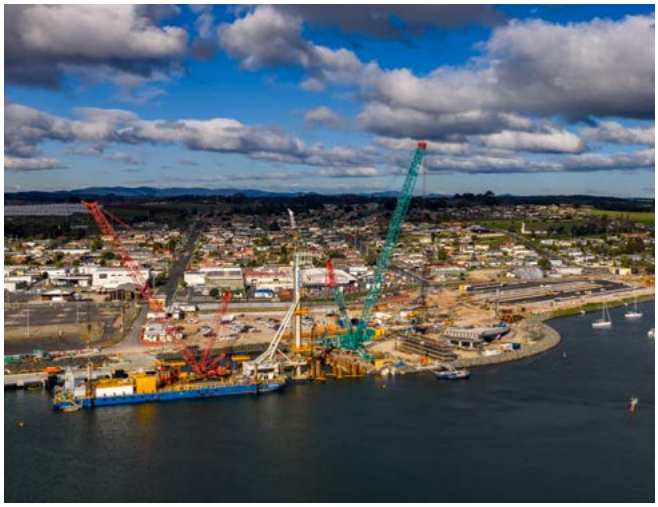
- Port-wide assessment of significant aspect management
- Trade waste compliance assessment
- TasPorts Bird Standard
- Contaminated land staff assessments
- Tenant EMPS x 1

To ensure compliance against legal and other obligations, and encourage best practise across the port, TasPorts Environmental Team defines organisational wide monitoring requirements including port environmental baseline assessments.

The monitoring requirements for the Port of Devonport includes:

- whole of port noise assessment every five years
- marine ecology, habitat, water quality and marine pest surveys every five years
- eDNA surveys for invasive marine pests every three years
- marine sediments less than three years prior to dredging activity
- initial baseline light assessment repeated after significant change to port development/lighting
- site contamination assessment of areas suspected to be contaminated.

Additional project specific monitoring for dust, noise, water quality or marine mammal observations may be required if the project activity is deemed as being high risk. This is identified in each project EMP.



4.4 Environmental performance indicators

Performance against Port of Devonport's objectives and targets is reviewed annually and reported every two-years in the Port of Devonport public environment report. Annual reporting on these indicators demonstrates over time the effectiveness of the port's environmental improvement plan in attaining improved environmental performance.

Performance indicators from FY2023 and FY2025 are compared in Table 11.

Table 11: FY2023 and FY2025 Port of Devonport environmental performance indicators.

PERFORMANCE INDICATOR	PREVIOUS FY2023 REPORTING PERIOD	CURRENT FY25 REPORTING PERIOD
Completion progress of Port Environmental Improvement Plan	N/A	83% completion of FY2023-24 Improvement plan
Annual number of environmental incidents	7 (0.008 per vessel movement)	2 (0.002 per vessel movement)
Annual number of waste non-compliance incidents	1	0
Annual number of hydrocarbon spills to marine environment	3	2
Annual number of environmental complaints	3	1
Annual scope 1 and 2 greenhouse gas emissions (tonnes $CO2_e$-/per number of vessel movements per year	140 tonnes (0.14 tonnes per vessel movement)	114 tonnes (0.12 tonnes per vessel movement)
Annual amount of recycled waste as a percentange of waste to landfill (tonnes)	1%	7%
Percentage of beneficial use of dredging material	N/A for FY2023	N/A for FY2025

Performance indicators show how the annual number of environmental incidents and complaints has decreased since the previous reporting period. The amount of recycled waste as a-percent of waste to landfill has increased showing the commitment of port staff to keep materials out of landfill through reuse.

4.5 Environmental improvement plan FY2026 to FY2027

Table 12: Port of Devonport Environmental Improvement Plan FY2026 to FY2027.

OBJECTIVE / TARGET	COMPLETION DATE
Environmental Management System – To develop ISO 14001 aligned Environmental Management Systems and obtain EcoPorts Certification	
Port of Devonport EMP and EcoPorts re-certification	FY26 Q3
Review EMPs for major port tenants	FY26 Q3 FY26
Implement QuayLink environmental sustainability management plan (ESMP)	FY26-FY27
Air emissions – Dust and air emissions from port does not adversely impact community amenity or disrupt other port activities	
Reduction in community and port user complaints	FY27
Biosecurity – Ensure that TasPorts take all reasonable and practical measures to prevent, eliminate or minimise biosecurity risk	
Improve awareness and competency relating to marine pest biosecurity: • Port staff education • Baseline survey	FY26 FY27 FY26-27 – on going
Community and heritage – Proactive and transparent communications and consultation with stakeholders and surrounding communities regarding environment impacts, port and marine history and sustainability. Growing our understanding of Tasmanian aboriginal values and history associated with our port and marine areas and acknowledging this.	
Publicly communicate Port of Devonport environmental and sustainability performance	Q3 FY26
Ensure adoption of light pollution and noise impact assessments for proposed port development changes	FY26-27 – on going
Energy and climate – Take clear and decisive action in relation to climate change	
Identify port specific climate change risks and opportunities	FY26
Develop carbon reduction plan for Port of Devonport in alignment with TasPorts carbon reduction target	FY26
Noise – Minimise impacts to the community from port related noise emissions	
Reduction in number of complaints	FY26-27 – on going

OBJECTIVE / TARGET	COMPLETION DATE
Water pollution – Eliminate and reduce water discharges to protect marine water quality and marine habitat	
Eliminate sources of stormwater pollution	FY26 FY26-27 – on going FY27
Implement best practice dredging procedures and minimise impact to receiving environments from sediment disturbance	FY26-27
Land and wildlife – Minimise impacts and seek opportunities to enhance marine habitat, flora and fauna	
Develop a culture of care, coexistence and humane treatment for wildlife	FY26-27 FY26-27 FY27
Internally share knowledge of port marine wildlife and environmental values	FY26-27 – on going
Materials and waste – 100% compliance with waste regulations and active minimisation of waste volumes. No adverse impact from activities on TasPorts land from existing contaminated soils and sediment	
Ensure all contaminated land is appropriately managed	FY25-27 – on going FY27
Assess and decommission underground fuel tanks	FY27 FY27
No waste management non-compliance	FY26
Track and monitor waste and establish recycling targets	FY25-27 – on going
Participate in Clean Up Australia Day	FY26 and 27

4.6 Climate change risk asessment and adaption

Risk assessment process

As part of TasPorts HSE policy **(Figure 9),** Sustainability Policy **(Figure 10)** and Sustainability Initiatives (Chapter 6), TasPorts has undertaken a climate risk assessment process to prepare and inform climate risk disclosure reporting and adaptation, informing:

- owner and investors about potential financial, environmental and social risks to future assets and operations;
- shippers about the potential reliability of ports;
- port operators and planners regarding existing and new port infrastructure and equipment; and
- safety considerations and associated investments.

The risk assessment process has been undertaken in three stages:

1) first pass risk assessment initial risk screening was completed in December 2021. The purpose was to identify the most vulnerable facilities and operations to climate risk;

2) second pass risk assessment looked at specific assets and operations from port facilities that could be affected by climate and extreme weather. The assessment assessed all climate related hazards including storm tide/sea level rise, flooding, changes to wind, heatwave and bushfire and was completed in Feb 2023; and

3) third pass risk assessment was an internal port specific workshop review of the second pass risk assessments to confirm assessed risk, criticality and actions required to understand potential cost impacts and minimise/prevent adverse impacts.

The climate risk assessment process has been based on global best practice (Tonmoy et al., 2019) and is aligned with the ISO 31000 international standard on risk assessment and includes:

- an assessment of all TasPorts facilities, assets and operations;
- assessment of both acute and chronic effects across different timescales (2020, 2030, 2050, 2100);
- CSIRO Climate Change future projections for Tasmania using the high emission scenario RCP 8.5[9];
- production of risk maps, GIS layers and graphs to communicate risk and inform adaptation priorities; and
- identification of actions for adaptation and mitigation including management and policy changes, planning and design, insurance, monitoring and research, maintenance, and asset management actions.

During preliminary assessment work it was identified that the Port of Devonport has exposure to very high site-specific climate change risks because of the exposure to flooding.

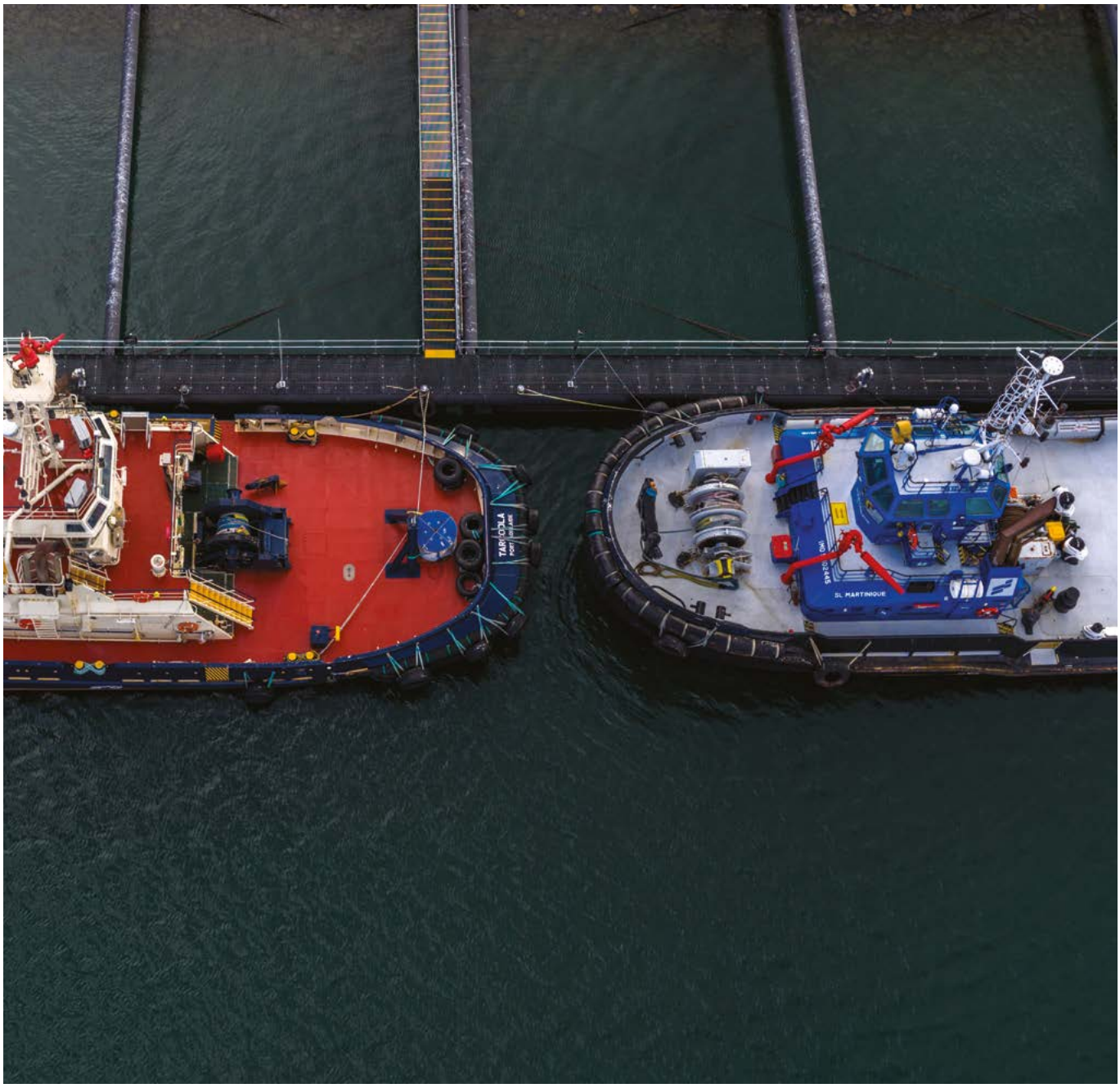
[9]TasPorts is a critical facility for the region with long asset life. Consideration of a worst-case climate scenario is advised by best practice guidelines for critical facilities with longer asset life. Also there are little differences between climate change scenarios up until 2040.

Chapter 5 | Environmental report

TasPorts public Environmental Report is published on the TasPorts website and is available at www.tasports.com.au/ecoports

Chapter 6| Environmental and sustainability initiatives

The following case studies provide three examples of environmental projects undertaken by TasPorts to improve environmental conditions and sustainable development at the Port of Devonport.



Case Study One | Monitoring for Invasive Aquatic Species in the Port of Devonport

Contact: Toni Furlonge

Position: Senior Advisor Environment

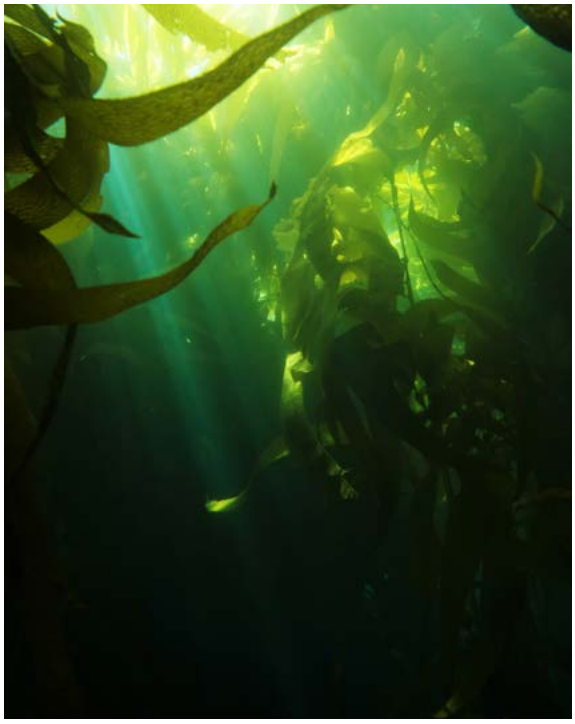
Email: reception@tasports.com.au

Environmental issue

- Habitat
- Ecosystem protection

Relevance to ESPO 5 E's Framework

Exemplify
Engage
Enable



Port of Devonport | Tasmania

TasPorts aims to establish industry-leading environmental management, protecting and enhancing the marine ecosystems in every port we operate.

Invasive marine species pose a significant threat to Tasmania's unique marine ecosystems and local industries. These species can outcompete native wildlife, alter marine habitats, and impact commercial fishing and aquaculture operations.

TasPorts is committed to marine biosecurity through early detection, prevention and community engagement. We are achieving this through:

- five-yearly comprehensive environmental survey's that systematically assess marine biodiversity and invasive species presence;
- environmental DNA (eDNA) sampling using advanced molecular techniques to detect even trace amounts of DNA from ten high priority marine pest species;
- settlement monitoring through strategically placed critter plates to track new growth and species establishment;
- pre-arrival protocols for international vessels, including mandatory hull cleaning, ballast water management, and quarantine procedures where required; and
- targeted awareness campaigns featuring informative displays and educational materials for employees, tenants and port users.

Our monitoring specifically targets Australia's high-risk species.

The 2025 annual Tasmanian Biosecurity Awards recognise individuals and industry leaders who have made a significant contribution to Tasmania's biosecurity. TasPorts is proud to be the award recipient for the Tasmanian Industry Biosecurity Award. The Environment and Sustainability team have been collaborating with teams across our multi-port network to increase awareness and knowledge of biosecurity threats.

Through these comprehensive biosecurity measures, TasPorts has successfully prevented new marine invasive species from establishing at the Port of Devonport. While some target species exist in isolation along Tasmania's northern coastline, none have been observed within our port environment, demonstrating the effectiveness of our prevention and monitoring programs.

Case Study Two | Incorporating Rock Bags into East Devonport's in-water infrastructure

Contact: Susan McLeod

Position: Manager - Environment and Sustainability

Email: reception@tasports.com.au

Environmental issue

- Habitat
- Ecosystem protection

Relevance to ESPO 5 E's Framework

Exemplify
Engage
Enable

Port of Devonport Rock Bags

QuayLink is TasPort's $240 million investment into the upgrade of the East Devonport port infrastructure which aims to future-proof Devonport as a tourism and freight gateway for the next 50 years. Works included a new wharf structure to accommodate TT-Line's new vessels.

For berth pocket scour protection, the innovative Kyowa rock bags have been used. Developed in Japan, the technology is being used for the first time in Australia, protecting the river bank from the ships thrusters and boosters.

The rock bags (also known as "filter units") are made from specialised high tensile strength, geotextile woven mesh designed for marine, estuarine and riverine environments.

The mesh netting of the rock bags is made of recycled polyester and constructed using a unique form of knitting, known as Raschel knitting, which promotes strength and stability of the mesh and prevents unravelling even in the case of localised breakage. The fabric is solution dye stabilised to prevent weathering from UV exposure.

The bags were filled with approx. 8 tonnes of aggregate (meeting certain specifications) from a local quarry.

Case Study Three | Ensuring Mission to Seafarers are accommodated to TasPorts best available facilities

Contact: Natasha Wardale

Position: Senior Advisor Community Engagement and Partnerships

VALUES

PROUD
Proud to play our part, we follow through with courage and conviction.

CARE
To show care, we actively engage and listen.

TOGETHER
We don't go it alone, because we're better together.

SHARE
Information empowers, so we share it generously.

TRUST
We trust our people and processes, to deliver with integrity.

Caring for our people supporting our seafarers

As Tasmania's port operators, we recognise the invaluable contribution seafarers make to international trade and the world economy, often at great personal cost to themselves and their families.

The Mission to Seafarers charity works hard across Tasmania to actively respond with loving care to the many challenges and dangers faced by seafarers. The Mission to Seafarers provides seafarers with a chance to connect with their loved ones and children, and to mentally and spiritually recharge for the next leg of their voyage.

The TasPorts Operations and Marine teams see first-hand vessel crew members in need of compassion and care. These teams have facilitated medical assistance and welfare checks for visiting seafarers on many occasions and supported with a new on site meeting rooms

In 2025 the team at the Port of Devonport relocated the Mission to SeaFarers amenity building for improved safety and accessibility to the City of Devonport.

TasPorts supports the Mission to Seafarers goals through financial and in-kind support, as well as promotion of their welfare services to all visiting vessels.

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