

PORT OF BURNIE ENVIRONMENTAL MANAGEMENT PLAN

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TasPorts acknowledges the traditional owners of the land, sea and waterways of the Port of Burnie, the plairhekehillerplue. We pay our respects to elders past and present and to the aboriginal community that continues to care for country.



CONTENTS

CONTACTS	II
DOCUMENT CONTROL	III
REVISION HISTORY	III
PORT PROFILE	1
ENVIRONMENT, GOVERNANCE AND SOCIAL RESPONSIBILITY	1
PORT LOCATION AND PORT AREA	2
ENVIRONMENTAL MANAGEMENT SYSTEM	3
PORT DEVELOPMENT	3
PORT HISTORY	4
KEY FACTORS INFLUENCING THE ENVIRONMENTAL CONDITION OF THE PORT	5
HISTORICAL IMPACTS	5
PRESENT-DAY INFLUENCES	5
PORT STATISTICS	7
PORT ENVIRONMENTAL CONDITIONS AND VALUES	8
MARINE ECOSYSTEM ASSESSMENT	8
WATER QUALITY	9
FISHING AND RECREATION	9
MARINE HABITAT	10
MARINE SEDIMENT	11
MARINE WILDLIFE	12
INTRODUCED MARINE SPECIES	12
LANDSIDE SOIL AND GROUNDWATER	13
LANDSIDE WILDLIFE	13
NOISE	14
LIGHT	14
CHAPTER 1: ENVIRONMENTAL POLICY	15
POLICY ACTION PLAN	19
CHAPTER 2: REGISTER OF ENVIRONMENTAL ASPECTS, LEGAL REQUIREMENTS AND PERFORMANCE INDICATORS	21
2.1 ENVIRONMENTAL ASPECTS	21
2.2 MAIN COMMERCIAL ACTIVITIES	23
2.3 LEGAL REQUIREMENTS	23
2.4 MONITORING REQUIREMENTS	24
2.5 PERFORMANCE INDICATORS	24



CHAPTER 3: DOCUMENTED RESPONSIBILITIES AND RESOURCES RELATED TO ENVIRONMENTAL ASPECTS	25
3.1 ENVIRONMENTAL RESPONSIBILITIES	25
3.1.1 ENVIRONMENTAL AND SUSTAINABILITY COMMUNICATIONS	27
3.2 ENVIRONMENTAL RESOURCE ALLOCATION	28
3.3 COMMUNITY AND STAKEHOLDERS	29
CHAPTER 4: CONFORMITY REVIEW ON LEGAL REQUIREMENTS POLICY	30
4.1 CONFORMITY REVIEW	30
4.2 ENVIRONMENTAL INCIDENTS AND COMPLAINTS	33
4.3 VERIFICATIONS OF COMPLIANCE AND RISK	33
4.4 ENVIRONMENTAL PERFORMANCE INDICATORS	34
4.5 ENVIRONMENTAL IMPROVEMENT PLAN FY2026-27 AND 2027-28	35
4.6 CLIMATE CHANGE RISK ASSESSMENT AND ADAPTION RISK ASSESSMENT PROCESS	36
CHAPTER 5: ENVIRONMENTAL REPORT	37
CHAPTER 6: ENVIRONMENTAL AND SUSTAINABILITY INITIATIVES	37
CASE STUDY ONE: MONITORING FOR INVASIVE AQUATIC SPECIES IN THE PORT OF BURNIE	38
CASE STUDY TWO: PORT OF BURNIE MANAGEMENT OF SURFACE WATER RUNOFF	39
CASE STUDY THREE: ENSURING MISSION TO SEAFARERS ARE ACCOMMODATED TO TASPORTS BEST AVAILABLE FACILITIES	40

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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 BURNIE.

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.

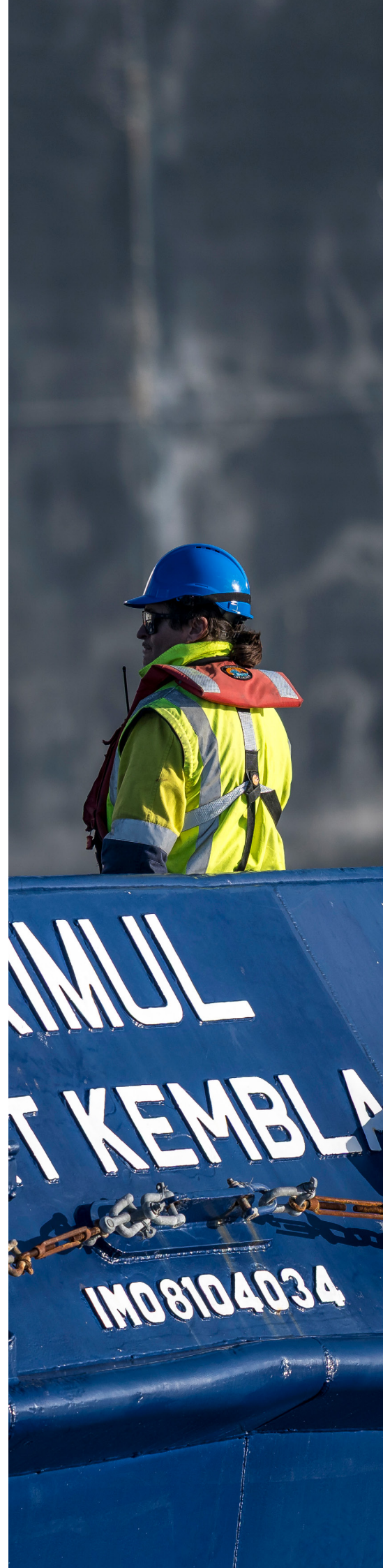
The Port is also home to the Burnie Chip Export Terminal (BCET) and Strait Link operates a daily freight service to and from Melbourne.

In addition, Burnie is becoming a favoured Port of call for local and international cruise vessels. The Western side of the Port provides infrastructure and support for a range of tenants to import and export their products, with the eastern side being the home for the Burnie Chip Export Terminal (BCET) 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 Burnie is located within the city of Burnie 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 Burnie 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 blue balloon represents the location of the Port of Burnie in Tasmania, Australia. (view data source [here](#)).



Aerial view of the Port of Burnie.



Figure 2: Port of Burnie 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 Burnie 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 Port Master Plan is a guide for a coordinated, state-wide vision for Tasmania's multi-port system, addressing and harnessing many opportunities to improve environmental standards and performance of the Port.

The Burnie Gateway Port infrastructure plan enables the delivery of infrastructure based on staged capacity triggers aligning with volume growth, ensuring a sustainable and optimised vision that evolves proportionally to commercial demand.

To support development works, TasPorts undertook a:

- marine ecosystem survey over the 2025-26 summer and winter periods (Marine Ecosystem survey)
- whole of Port noise pollution assessment and
- whole of Port light pollution assessment.

Berth 4 is undergoing major remediation works, to ensure the continued functionality and safety supporting the ongoing economic and industrial activities. Works are largely ground improvement works involving micro piling and jet grouting, followed by toe remediation works.

Berth 5 is undergoing ramp extension works, following Tasrail's new bulk minerals ship loader completed in 2025.

PORT HISTORY

Established in 1827, the Port of Burnie in Tasmania's north-west, located on the western shore of Emu Bay.

The Port has an industrial history, with strong links to the mining and forestry sectors. On arrival, European settlers named the area Blackman Reef due to the large midden located on the site.

From 1830, small sailing ships anchored in Emu Bay. Vessels used the bay until suitable weather allowed them to approach a flat rock, now covered by McGaw Pier, to unload their cargo. Passengers were put ashore in a basket or small boats.

The first jetty was built in 1883, and Burnie quickly became the main Port for the west coast mines after the opening of the Emu Bay Railway in 1897.

By the late 1900s, the Marine Board of Tasmania had been replaced by Port Authorities. In January 2006, the Port Authorities were amalgamated to form TasPorts.

Today, the Port of Burnie is owned and operated by TasPorts, and is one of the State's key deep-water ports and Tasmania's largest general cargo port.

Each year, more than five million tonnes of general freight, and more than 50 per cent of Tasmania's containerised freight, are transited from the port.



This photograph shows a passenger ship docked alongside the Ocean Pier in Burnie's Port c around 1900, Burnie's Port was a key hub for shipping goods, particularly those from the west coast mineral boom. (view source [here](#)).

KEY FACTORS INFLUENCING THE ENVIRONMENTAL CONDITION OF THE PORT

HISTORICAL IMPACTS

INDUSTRY

The port, which is almost entirely reclaim, has experienced development and expansion since its establishment in 1827, with most of the industry based around the railway and the Port.

The most prominent industries in Burnie located east of the Port were the Pulp Mill (closed 2010), and the Tioxide plant (closed and demolished in the late 1990s). Both sites discharged into Emu Bay east of the current Port. The closure of these industries has seen visual improvement of conditions in the marine environment.

There are no registered aboriginal heritage listings¹ for the Port of Burnie. However, there are Tasmanian Heritage Registered sites along Marine Terrace, within the Burnie City area and to the south of the Port area. No listed heritage sites exist inside the Port boundary².

SHIPPING

Introduced aquatic species in marine ecosystems may be harmful to native species, habitats and are difficult to remove once established. Historical shipping activities are thought to be largely responsible for the introduction of invasive aquatic species in the Port.

PRESENT-DAY INFLUENCES

SURROUNDING LAND USE

The land use surrounding the Port of Burnie is varied, with a combination of industry, agriculture, recreation and residential activities.

The waters in and around the Port, receive inputs from the central business district, general industrial areas, commercial precincts, residential zones and farmland.

STORMWATER

As rainwater runs across different surfaces such as roofs, roads or agricultural landscapes, it picks up various types of pollutants and becomes stormwater runoff.

Stormwater runoff has been identified as a source of pollution to the coastal environment and is managed at the Port of Burnie via gross pollutant traps, and localised water quality treatment systems when required.

1 Tasmanian Aboriginal Heritage Register checked September 2026 [Aboriginal Heritage Register | Aboriginal Heritage Tasmania](#)

2 Tasmanian Heritage Register checked 25 August 2026 [Search the Tasmanian Heritage Register | Heritage Tasmania](#).

CATCHMENT

The land surrounding the Port has a mix of industrial, residential, and recreational areas. Monitoring suggests that coastal waters are influenced by inputs from the Burnie CBD, rail networks, commercial precincts, industrial zones, and residential catchments. Population data shows an increase of 5.4% for the Burnie local government area and this may relate to an increase in organic inputs associated with domestic sewage, stormwater, and general human activity.

Key sources of contaminants from the catchment are:

- Wastewater treatment plants.
- Agricultural runoff.
- Stormwater.

CLIMATE CHANGE

Climate change may increase coastal erosion and surface runoff to the marine environment, and may result in increased pollution.

Elevated water temperatures and ocean acidification may disrupt the natural ecosystems in coastal environments and increase the suitability of habitat for a wider range of invasive species.

Potential climate change impacts in the area include:

- Increased runoff due to extreme rainfall events.
- Increased runoff in agricultural regions.
- Increased water temperature and ocean acidification.
- Increased storms, creating coastal erosion.
- Rising sea levels.
- Land inundation and habitat loss.



PORT STATISTICS

Freight resources and waste statistics for the Port of Burnie operations from FY2025-26 are in [Table 1](#).

Table 1: Port of Burnie FY2025-26 Freight, Resource and Waste Statistics.

ATTRIBUTE	BURNIE TOTAL ³	% OF TASPORTS TOTAL ³
Import freight (tonnes)	1,490,281 ³	28.7%
Containerised and general cargo (includes livestock and vehicles)	1,288,899 ³	90.2%
Fertiliser	46,490 ³	17.8%
Forestry	0 ³	0
Minerals/Mining	0 ³	0
Fuel	151,873 ³	17.7%
Other	3,319 ³	6.8%
Export freight (tonnes)	3,551,365 ³	39.1%
Containerised and general cargo	1,560,806 ³	50.6%
Forestry	1,529,659 ³	40.9%
Minerals/Mining	454,504 ³	94.9%
Fuel	4,415 ³	16.8
Other	1,981 ³	4%
Number of vessel visits	437 ³	17.4%
Water use (kL)	21,556 ⁴	8%
Diesel use (L)	10,249 ⁴	7%
Electricity use (kWh)	2,875,950 ⁴	27%
Scope 1 & 2 Greenhouse Gas Emissions (t CO ₂ e-)	1,286 ⁴	19%
Wastes to landfill (tonnes)	12 ⁵	3%
Waste recovery (tonnes)	2.5 ^{5&6}	3%

Comparisons of FY2025-26 figures to the FY2024-25 shows that waste to landfill has dropped from 65 to 12 tonnes and to recycling has remained the same.

The use of electricity has decreased by 13%, water use decreased by 16% while the consumption of diesel has increased by 7%.

³ 2025-6 TasPorts Annual Report

⁴ Data sourced from GHG Summary 2024-2025

⁵ Veolia EcoLogic reporting for 2025-26

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

The Emu River provides the main fresh water input into the bay. The flora and fauna habitats and water quality of the Port environment have been affected over the years by a range of human activities along the coast and inland. These have included industrial processing, agriculture, urban living, mining, shipping and other catchment activities.

The improved condition of the marine environment, since industrial closures, has resulted in a gradual return of marine animals such as seals, birds and fish.

MARINE ECOSYSTEM ASSESSMENT

TasPorts commits to 5 yearly marine ecosystem assessment. The initial base line survey for the Port of Burnie was done in 2019 with a repeat survey done from summer 2025 to winter 2026.

Collected data includes:

- Sensitive receptors
- Targeted search for threatened and protected species/communities
- Current profiling
- Seasonal Baited Remote Underwater Video deployment
- Seasonal water quality monitoring
- Invasive species eDNA sampling
- Seasonal plankton tows
- Sediment sampling
 - Targeted search for resting dinoflagellate cysts
 - Contaminants
 - Benthic infauna and particle size analysis
- Towed video habitat survey
- Reef biodiversity dive surveys
- Relevant species
 - Fur seals
 - Little penguins
 - Giant kelp
 - Seagrass
 - Climate change risk mitigation recommendations

WATER QUALITY

The condition of the marine waters around the Port of Burnie are generally typical of coastal areas in Northern Tasmania. The waters have received contaminants from industries including pulp mill emissions, mercury, iron and titanium dioxide.

In addition, because the surrounding land use is varied, the waters received inputs from the Central Business District, the rail network, industrial areas, commercial precinct and residential zones.

Key influences on the environmental condition of the Port include:

- **Sewage treatment plants** – effluent from the urban areas entering marine environments may contain elevated organic and inorganic compounds, pathogens, toxins and heavy metals. There are no sewage treatment plants on or flowing through the Port of Burnie.
- **Storm water** – possible contaminants entering marine environments include sediment, litter, nutrients, heavy metals, hydrocarbons and bacteria. Port stormwater pollutants are captured via gross pollutant traps with dedicated water quality treatment plants installed when required.
- **River inputs** – there are 3 main river systems in the upper catchment that might negatively influence salinity, sedimentation and levels of organic material. The catchments are predominately used for plantations and production forestry, with land in the lower catchment used mainly for agriculture. Vegetation exists in the majority of riparian zones, providing natural filtering and lowering the likelihood sediment transfer, contamination and nutrient levels within the Port area, particularly during and after heavy rainfall.

FISHING AND RECREATION

The Emu Bay region is not a major commercial dive or fishing area. The region offshore of Burnie has amongst the lowest catches of the Tasmanian commercial scalefish fishery, except for southern calamari (*Sepioteuthis australis*) and Gould's squid (*Nototodarus gouldi*).

Recreational fishing occurs at the Burnie Jetty, with potentially some game fishing in Bass Strait.

Marine recreational fishing, diving and spearfishing, and possibly the collection of bivalve mollusc or worm bait from beaches, is likely to be a frequent activity in the area, and there are boat launching facilities in Emu Bay.

Blackman Reef is known for fishing and invertebrate life that is popular with recreational fishing and divers.

Historically there have been no marine farms in the vicinity of the Port of Burnie. However, in August 2025, a 3 year multi species research pen was setup testing atlantic salmon and yellowtail kingfish 12 kilometres offshore from the Burnie coastline.

MARINE HABITAT

Giant kelp (*Macrocystis pyrifera*) has been described as occurring offshore from Round Hill Point (approximately 3.5 kilometres east of the port) and Blackman Reef (at the western margin of the port), occurring in 0 – 5 metre water depth at both locations⁷.

As the kelp is in relatively shallow water, locations do not qualify as a threatened ecological community under the Environmental Protection Biodiversity Conservation Act 1999 (EPBC Act) (*Figure 3*).



Figure 3: Aquatic areas of interest near the Port of Burnie. The shaded blue shape represents Port of Burnie and the blue balloons indicate the location of: Parsonage Point (western balloon), Blackman reef (central balloon) and Round Hill Point (eastern balloon; Source NRE ListMap 27 July 2026).



Figure 4: Giant kelp reaching the water surface at Parsonage Point in October 2018 (Source: Marine Solutions June 2019).

7 Lucieer et al. 2007

Seagrass beds provide habitat and nursery areas for many marine species and along with epiphytes, represent good quality marine habitat and are a priority to be protected.

Previous habitat mapping indicated the presence of two small patches of seagrass approximately three kilometres to the east of the port.

An Australia-wide map of seagrass distribution additionally suggests a band of seagrass offshore between 5 and 25 metres water depth, extending across much of the coast between Burnie and East Wynyrd, with a gap in the bed around Emu Bay, and extending -three kilometres further west.

There was no seagrass observed in or within close proximity to the Port during the 2019 survey.

The nearest seagrass (*Amphibolis antarctica*) population are reported to occur to the east and west of the Port of Burnie and along with epiphytes were surveyed in 2015 and 2016.



Figure 5: Pink and blue areas represent the approximate location of seagrass beds in 2015 (as mapped by CEE, 2015).

MARINE SEDIMENT

TasPorts undertakes baseline assessments of marine sediments every three to five years.

Sedimentation within the Port of Burnie is influenced primarily by coastal sediment movements driven by waves and currents, transporting sand from the North, this is reflective of the long shore drift in the area.

Rates of sediment accumulation vary across the Port and are generally slow. Previous survey show that sediments around the Port are contaminated by metals and metalloids, with many exceeding screening levels of the National Assessment Guidelines for Dredging (NADG 2009), and some (e.g. lead and zinc) exceeding the high-threshold levels of the NAGD.

In the 2023 sampling program, no other contaminants exceeded the NAGD screening levels in any samples. Subsequent elutriate testing showed that concentrations of most metals released from the sediment were below the default guideline values for marine waters according to ANZG (2018), with the exception of arsenic and copper.

Berth areas are generally more contaminated than other parts of the inner port, with the area between Berths 4 and 5 exhibiting the highest concentrations of most metals and metalloids.

The metal contamination of the sediments has been attributed to activities within the port, particularly loading of metal ore concentrate.

The sediment has been determined to be non-toxic with respect to organic, radionuclide and dioxin contaminants. Both diatoms and dinoflagellate cysts have been detected within the Port of Burnie, however no biosecurity risk was identified. The sediments have a low probability of generating acid sulfate soils.

MARINE WILDLIFE

Observations of marine wildlife in the Port are common and in 2023, TasPorts created an internal wildlife observation reporting system to track these.

The primary potential impact on impact on marine mammals, such as seals, dolphins or whales in injury from direct contact or underwater noise from vessels.

The commercially important species Blacklip Abalone (*Haliotis rubra*) has been recorded in reasonable numbers at Blackman Reef, Parsonage Point, Emu Bay and Round Hill. Greenlip Abalone (*Haliotis laevis*) has also been recorded as reasonably common at Parsonage Point. Gunn's Screw Shell (*Gazameda gunii*) listed on the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) and Threatened Species Protection Act 1995 (TSP Act) has been documented within five kilometres of the Burnie area, but targeted surveys have provided no evidence of their presence.

Southern Right Whales (*Eubalaena australis*), Humpback Whales (*Megaptera novaeangliae*) and Blue Whales (*Balaenoptera musculus*) listed in the EPBC Act and TSP Act have the potential to be present within five kilometres of the port. There have been sightings of Humpback Whales within five kilometres, but no confirmed sightings of blue whales.

Fur seals have been observed in the Port waters around berths. Bottlenose dolphins have also been recorded in the area, but are expected to just be transiting through the region. Little Penguins (*Eudyptula minor*) are known to nest around Parsonage Point).



Figure 6: Fur seals in Tasmanian waters – Google Search.

INTRODUCED MARINE SPECIES

The Port of Burnie has been colonised by several non declared invasive marine pests, likely introduced via hull fouling or ballast water discharge from cargo and passenger ships arriving from other parts of Tasmania, mainland Australia and international ports. None of the 7 species declared under the Living Marine Resources Act (1995) have been identified in the Port of Burnie.

During the 2018–19 MEA, no introduced marine pest species were recorded during field surveys, with no new species detected during the repeated 2025-25 MEA. In 2024 an environmental DNA (eDNA) survey did not detect any introduced marine pest species; however, the results should be interpreted with consideration of the limitations associated with eDNA detection methods.

In 2019, the Pacific Oyster (*Crassostrea gigas*) was observed in sheltered areas of Port infrastructure, shown in [Figure 7](#). This includes inside the breakwall, on pylons around the breakwall and in the tug berths. Pacific oysters are widespread in Tasmania.

In 2025 TasPorts introduced two settlement plates to separate locations on the Port to monitor for invasive aquatic species.



Figure 7: 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.

There are a number of potential sources of soil and groundwater contamination in the Port of Burnie. These include:

- Historical accumulated concentrate deposition from various mines likely to have used the Port over the -100 years, and associated incidental leaks and spills.
- Imported fill.
- Pollutants transported via groundwater from local industry.

Previous studies have shown elevated total metal levels, for example arsenic, cadmium, lead, zinc and copper. This is consistent with ore concentration being moved through sites, but these are contained within the rail corridor.

Leachate extractions showed that the metals were bound tightly to the soils and not readily bioavailable.

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, providing suitable habitat for bird species.

Little Penguins have occasionally been observed around the edge of the Port with a good population further to the west at Parsonage Point (*Figure 3*). There is a population of Crested Terns (*Figure 8*) at the eastern end of the Port.

There are seasonal issues with nuisance bird species:

- Starlings (*Sturnus vulgaris*) perching and roosting within Berths 5, 6 and 7, particularly container cranes and the Berth 6 open shed.
- Pigeons (*Columbidae*) roosting and nesting in open sheds. TasPorts is part of a pigeon sterilisation program for the area.
- Silver Gulls (*Chrioccephalus novaehollandiae*) nesting around foreshore and in the woodchip storage area. Silver Gulls are a protected species and increasing populations are managed via permits.
- Cormorants (*Phalacrocoracidae*) nesting, loafing and roosting on the breakwater.

Blackberry (*Rubus fruticosus*) is the only declared weed that has been observed within the Port of Burnie and is subject to weed control.

Several common non-declared species of weeds have also been observed, including Sea Spurge (*Euphorbia paralias*) which is a highly competitive and invasive weed of coastal areas, and treatment of this species is considered of high importance, despite not being declared a weed.

When opportunities arise, introduced plants and weeds, will be replaced with local native species to create areas of local environmental biodiversity. This was done in an area south of Berths 6 and 7 during 2025.



Figure 8: The crested tern community on the Port of Burnie during 2025-26 nesting season (photo T.Furlonge 2026).

NOISE

TasPorts applies a Noise Management Standard to all port operations and tenants. This Standard is available on the TasPorts Website. As the Port of Burnie is close to the city of Burnie, noise management is important.

The baseline environmental noise assessment of operations at the Port of Burnie was done in 2018, with repeat assessments in 2023 and June 2026. Noise emission levels from the port appeared to be largely unchanged reflecting continuous improvement.

Vessel noise is managed as a priority with shore power being installed and used by the Ports' most frequent users.

A Burnie Wood Chip Export (BCET) - Noise Management Plan was developed and implemented to minimise the potential for environmental nuisance generated by acoustic emissions from BCET operations.

Noise assessments are done with noise management plans developed for discreet projects prior to project implementation to ensure there is minimal disruption to Port users and the community.

LIGHT

TasPorts applies a Light Pollution Management Standard to all Ports. This Standard is available on the TasPorts website.

A baseline light assessment for the Port of Burnie was completed in August 2022 and repeated in June 2026. Recommendations from reports is taken into consideration for existing light sources and for future site development.



CHAPTER 1:

ENVIRONMENTAL POLICY

The Port of Burnie 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. During 2026 TasPorts has drafted a stand-alone Environmental Policy which is currently moving through management approval.

The HSE Policy ([Figure 9a](#)), Standalone Environmental Policy ([Figure 9b](#)) and Sustainability Policy ([Figure 10](#)), are endorsed by the Chief Executive Officer and apply to all TasPorts employees, contractors, tenants and visitors.

TasPorts is committed to making information on its environmental programs available to the public through published reports, Standards and Policies on the website.

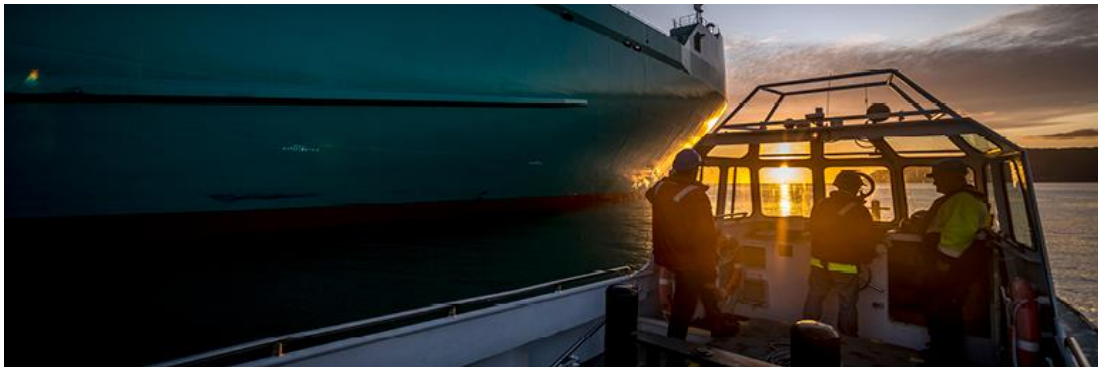
Environmental objectives are developed to address each Port's environmental priorities and significant environmental aspects. [Table 2](#) is an overview of environmental objectives relating to the Port of Burnie's significant environmental aspects. The Health Safety and Environment Policy ensures that 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 Burnie in order of priority are:

1. Habitat/Ecosystem loss (water)
2. Hazardous cargo (handline/storage)
3. Habitat/Ecosystem loss (land)
4. Garbage/Port waste
5. Bunkering
6. Water quality
7. Soil contamination (land)
8. Sediment contamination (marine)
9. Ship waste
10. Dredging: operations

Of these 10 issues, [Table 2](#) describes the Policy Action Plan for improvement actions, measurable targets and key performance indicators for the priority 7.



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 affected by our operations.

OUR 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:

- 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.
- Provide appropriate resources, plant, equipment, information, instruction, training and supervision to ensure the effective management of health, safety and environment risks.
- 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.
- 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.
- 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.
- Identify foreseeable safety and environmental hazards, conduct risk assessments and eliminate or control hazards for injury prevention, health preservation and environmental protection.
- 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.
- 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 9a: TasPorts Health Safety and Environment (HSE) Policy.



ENVIRONMENTAL POLICY

PURPOSE

This policy communicates Tasmanian Ports Corporation's ("TasPorts") environmental commitments.

SCOPE

This policy applies to all TasPorts staff, contractors, customers, licensees, tenants, port users and members of the public undertaking, or planning to undertake, activities on TasPorts-owned, operated or managed land, berths and waters ("TasPorts facilities").

TasPorts' significant environmental aspects include air emissions, hydrocarbon spills, wastewater discharges, soil and marine sediment contamination, invasive aquatic species, carbon emissions, climate change risks, marine habitat disturbance, and light and noise pollution.

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.

COMMITMENT

TasPorts is committed to protecting the environment, preventing pollution, using resources sustainably, and continually improving environmental performance through an effective Environmental Management System. The Environmental Management System aligns with EcoPorts and ISO 14001 international standards and embeds requirements into the organisation's business processes to support risk based decisions and controls.

Key commitments include:

- Identifying, assessing and reviewing significant environmental aspects, values and sensitive receptors.
- Embed environmental considerations into planning, procurement, infrastructure, operations and decision-making.
- Engaging with regulatory authorities, local communities, customers and stakeholders on environmental risks and opportunities.
- Building environmental awareness and shared responsibility through communication, training and inductions.
- Providing resources, training and support to implement effective controls and drive continual improvement.
- Complying with legal and other requirements and addressing deficiencies.
- Setting measurable objectives and targets to improve environmental performance.
- Reducing carbon emissions and manage climate change impacts in line with relevant State, National and international commitments.
- Protecting and enhancing natural habitats, biodiversity and improving resource efficiency.
- Meeting obligations under the TasPorts, Environment Protection Authority, and Marine and Safety Tasmania Deed of Agreement, including , emergency preparedness and marine spill response capability.
- Investigating environmental incidents, non-compliances, near misses and complaints, and applying corrective actions to prevent recurrence.
- Monitoring, reviewing and publishing environmental performance annually.

Allan Gray
Chief Executive Officer

tasports.com.au
1300 366 742
ABN 82 114 161 938



Figure 9b: Draft TasPorts Environment 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.

OUR 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: April 2024

Version: 1



Figure 10: TasPorts Sustainability Policy.

POLICY ACTION PLAN

The Port of Burnie detailed targets and actions (initiatives) for improvement are documented in the Environmental Improvement Plan FY2026-27 and 2027-28 in [Chapter 4 \(Table 12\)](#). [Table 2](#) describes the Policy Action Plan for the priority environmental issues at the Port of Burnie from 2023 and 2024.

Table 2: Port of Burnie Policy Action Plan.

PRIORITY	SIGNIFICANT ENVIRONMENTAL ASPECT	ENVIRONMENTAL ISSUE	PORT POLICY	ACTIONS TAKEN	RESPONSIBILITY	KEY PERFORMANCE INDICATOR	TARGETS 2023	2024
1	Air emissions dust (from Cargo handling and tenant activities).	Air Quality.	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
2	Air emissions.	Ship exhaust emissions.	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 everyday best practise. 3. Development and review of Environmental Management Plans.	Manager Operations (NW) & Advisor Environment	Reduction in number of incidents.	<1	<1
3	Air emissions. Noise pollution. Light pollution.	Relationships with local community (New projects or tenants / operational change).	Dust and air emissions from Port does not adversely impact community amenity or disrupt other Port activities. 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 Customer Forums. 2. Cooperation of tenants and Port users in everyday best practise. 3. Development and review of Environmental Management Plans.	Manager Commercial Leasing	1. Reduction in complaints from the community. 2. Increased positive community interactions.	<1	<1

PRIORITY	SIGNIFICANT ENVIRONMENTAL ASPECT	ENVIRONMENTAL ISSUE	PORT POLICY	ACTIONS TAKEN	RESPONSIBILITY	KEY PERFORMANCE INDICATOR	TARGETS 2023	2024
4	Release of contaminants.	Soil contamination (land).	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.	<ol style="list-style-type: none"> 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.	<1	<1
5	Noise pollution.	Noise.	Excessive night time noise, noisy construction works, underwater noise from dredging, noise from changes in operations or operations without adequate noise control.	<ol style="list-style-type: none"> 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	Reduction in the number of complaints.	<1	<1
6	Release of contaminants. Habitat disturbance. Regulatory compliance. Invasive aquatic species.	Dredging disposal.	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.	Regulatory compliance.	Manager Dredging	Permit compliance.	<1	<1
7	Noise pollution. Habitat disturbance. Regulatory compliance. Release of contaminants. Air quality.	Port development (land).	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.	Regulatory compliance. Communications through Port Customer Forums.	Manager Operations (NW) & Advisor Environment	<ol style="list-style-type: none"> 1. Reduction in number of incidents. 2. Inclusion of biodiversity and/or sustainability components. 	<1	<1

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 Burnie 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 Burnie's EcoPorts Self Diagnostic Method 2026 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 Burnie's significant environmental aspects that correspond to the top 10 priorities identified in Port of Burnie EcoPorts Self Diagnostic Method done in March 2026.

SDM PRIORITY NUMBER: SIGNIFICANT ENVIRONMENTAL ASPECTS ⁸	OBJECTIVES FROM ENVIRONMENTAL IMPROVEMENT PLAN
1. Habitat/Ecosystem loss (water)	Port of Burnie EMP and EcoPorts re-certification Review or Obtain EMPs for major Port tenants Review BCET EMP
2. Hazardous cargo (handline/storage)	Review or Obtain EMPs for major Port tenants Review BCET EMP
3. Habitat/Ecosystem loss (land)	Develop a culture of care, coexistence and humane treatment for wildlife Internally share knowledge of Port marine wildlife and environmental values
4. Garbage/Port waste	Reduction in marine plastics in Port areas No waste management non-compliance Track and monitor waste and establish recycling targets Participate in Clean Up Australia Day
5. Bunkering	Review or Obtain EMPs for major Port tenants
6. Water quality	Review or Obtain EMPs for major Port tenants Implement improved stormwater management controls
7. Soil contamination (land)	Port of Burnie EMP and EcoPorts re-certification Review or Obtain EMPs for major Port tenants
8. Sediment contamination (marine)	Ensure compliance with appropriate permits, approvals and conditions. Review or Obtain EMPs for major Port tenants
9. Ship waste	Reduction in marine plastics in Port areas No waste management non-compliance Track and monitor waste and establish recycling targets
10. Dredging operations	Ensure compliance with appropriate permits, approvals and conditions.

⁸ Corresponding top 10 priorities identified in Port of Burnie EcoPorts Self Diagnostic Method 2026.

TASPORTS RISK MATRIX					
"Consequence / Likelihood "	Insignificant	Minor	Moderate	Major	Extreme
Rare					"High (8) Spill – Hydrocarbon"
Unlikely				"High (7) Invasive species – terrestrial pests & Marine Discharge: – contaminated, high energy, high flow destructive flooding – high tides & destructive waves sediment build up & Spill – chemical PFAS"	
Possible			"High (6) Waste management Release of contaminants Regulatory compliance & soil contamination, waste compliance, water pollution & Litter"	Critical (9) Invasive species – marine pests	
Likely					
Almost Certain		"High (6) Water Pollution (marine plastics) & Litter Erosion Release of contaminants"	"High (8) Marine discharge – stormwater & cleaning water"		

RISK CATEGORY	RECOMMENDED ACTIONS
Critical	Immediately implement interim controls before recommencing task. Long term controls to be implemented. Notify Affected Personnel
High	Implement Interim controls within 48 hours. Long term controls to be implemented. Notify affected Personnel.
Medium	Implement controls to reduce risk within 1 month. Notify affected Personnel

Port of Burnie heat map heatmap generated from the TasPorts Risk Matrix, identifying the priority aspects having major risk.

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 of Burnie is Tasmania's largest general cargo and container port, and one of Australia's most important deepwater ports. The Port operates four main berths with a dedicated berth for the exportation of woodchips.

Exports and imports include containers, metal concentrates, fuel and woodchips, with Cruise vessels visiting during the cruise season (summer period). A list of berth operations is in [Table 4](#) and activities undertaken in [Table 5](#).

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

BERTH	OPERATION
No 4 Berth	Berth and terminal facilities leased to Strait Link
No 5 Berth	Bulk ore loading and bulk fuel
No 6 Berth	General user
No 7 Berth	Bulk woodchip loading and cruise vessels

Table 5: Activities undertaken at the Port of Burnie.

ACTIVITIES UNDER TASPORTS OPERATIONAL CONTROL	ACTIVITIES AT THE PORT (COMMERCIAL ARRANGEMENTS)
Landside operations	Hydrocarbon unloading
Woodchip operation – Burnie Chip Export Terminal (BCET)	Diesel refuelling facility
Tug and pilotage services	Log loading and storage yard
Harbour Master	Woodchip storage and loading
Port services and marine regulatory services	TasRail concentrate loading and storage
Maintaining infrastructure and berths	TasRail railway yard
Operating a maintenance workshop and storage yard	Bulk cargo handling
Managing berthing arrangements	Commercial fishing unloading
	Cruise ship visitors
	Strait Link freight and livestock transport
	Mission to Seafarers

2.3 LEGAL REQUIREMENTS

A list of the Port of the Burnie compliance obligations is recorded in the TasPorts Register: Environmental Compliance Requirements which has 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 Improvement Plan ([Chapter 4.5](#)). the monitoring requirements for the Port of Burnie 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 or 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 CO₂^e-);
- 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 Burnie are shown below in [Table 6](#).

Table 6: Port of Burnie 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 CO ₂ ^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 Burnie. Environmental responsibilities and accountabilities of TasPorts staff are documented in position descriptions and shown in [Table 7](#) and [Figure 11](#).

Table 7: Environmental responsibilities and key personnel at TasPorts.

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 and Hydrographic Survey
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

ENVIRONMENTAL RESPONSIBILITY	ROLE AND BUSINESS UNIT
EMS implementation and general duty of care	All staff
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

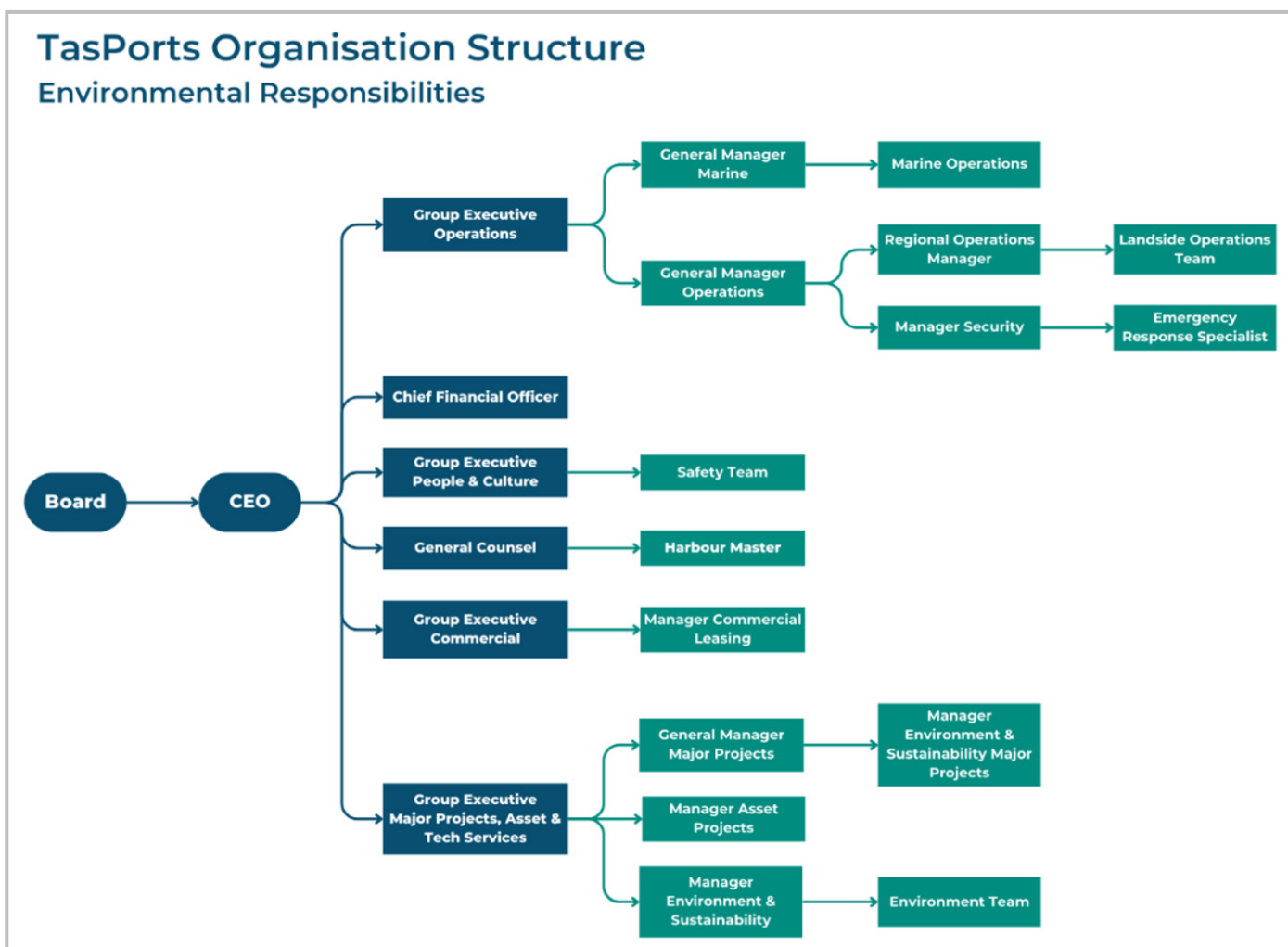


Figure 11: The location of staff with environmental responsibilities within the TasPorts organisation structure

3.1.1 ENVIRONMENTAL AND SUSTAINABILITY COMMUNICATIONS

TasPorts has its own social media platform where environmental and sustainability articles are access by staff. There have been 63 Environment and Sustainability ‘posts’ from 2023 – June 2026.

The Environment and Sustainability team have produced a series of aquatic ecosystem posters that are displayed at key locations on our Ports. Locations are selected where the posters will be visible by the community and Port users. Examples are:

Protect our native species

Sustainably manage our estuarine environments

The Live-Bearing Seastar (*Panulista viridis*) is a small (<15mm diameter) pentagonal orange seastar endemic to south-east Tasmania.

The population is severely fragmented, with only a few remaining small, isolated populations living in shallow, intertidal areas and is listed as vulnerable.

The Gunn's Screw Shell (*Gazameda gunnii*) is an eastern Australian endemic mollusc that lives in shallow habitats 3km off the Port of Burnie.

The Derwent River Seastar (*Poteriella littoralis*) is a rare species of seastar that has been found in the shallow rocky intertidal habitat in the Derwent Estuary and is listed as endangered.

If you see something unusual, report it to Biosecurity Tasmania

Note the location, take detailed photos and contact Biosecurity Tasmania.

biosecurity.tasmania@nre.tas.gov.au 03 6165 3777

Find out more information on the marinepests.gov.au website.

Biosecurity - it's everybody's business TasPorts

Report Marine Pests

Protect our estuarine environments

Sea Squirt
(*Didemnum vexillum*)

- white colouring
- grows in an encrusting manner or forms rope-like tendrils

New Zealand Green Lipped Mussel
(*Perna canaliculus*)

Found in:

- Rocks
- Shores and shallow waters
- Wood
- Hard Surfaces

Habitats:

- Shores and shallow waters

Asian Shore Crab
(*Hemigrapsus sanguineus*)

Found in:

- Artificial structures
- Under debris, rocks and shells
- Mud

Habitats:

- Intertidal rocky coasts
- Shallow water

Northern Pacific Seastar
(*Asterias amurensis*)

Observed in SE Tasmania

- Artificial structures
- Rock pools
- Rocky reefs

Habitats:

- Bays and estuaries
- Shores and shallow waters

Soft Shelled Clam
(*Mya japonica*)

Observed in SE Tasmania

- Gravel
- Mud
- Sand

Habitats:

- Shores and shallow waters

If you see something unusual, report it.

Note the location, take detailed photos and contact Biosecurity Tasmania.

03 6165 3777
biosecurity.tasmania@nre.tas.gov.au
marinepests.gov.au

Biosecurity - it's everybody's business TasPorts

General native aquatic species

General invasive aquatic species

Report Marine Pests

Protect the Derwent estuary

Many pest species are widespread these are **THE MOST WANTED**

Asian Shore Crab
(*Hemigrapsus sanguineus*)

Found in:

- Artificial structures
- Under debris, rocks and shells
- Mud

Habitats:

- Intertidal rocky coasts
- Shallow water

Sea Squirt
(*Didemnum vexillum*)

- white colouring
- grows in an encrusting manner or forms rope-like tendrils

Northern Pacific Seastar
(*Asterias amurensis*)

Observed in SE Tasmania

- Artificial structures
- Rock pools
- Rocky reefs

Habitats:

- Bays and estuaries
- Shores and shallow waters

If you see something unusual, report it.

Take photos, put a sample in a bag with a note on details (where vessel has been and is going) and contact Biosecurity Tasmania.

03 6165 3777
biosecurity.tasmania@nre.tas.gov.au
marinepests.gov.au

Biosecurity - it's everybody's business TasPorts

Report Marine Pests

Port of Burnie

Protect our estuarine environments

These species are widespread

Asian Shore Crab
(*Hemigrapsus sanguineus*)

Found in:

- Artificial structures
- Under debris, rocks and shells
- Mud

Habitats:

- Intertidal rocky coasts
- Shallow water

Sea Squirt
(*Didemnum vexillum*)

- white colouring
- grows in an encrusting manner or forms rope-like tendrils

Northern Pacific Seastar
(*Asterias amurensis*)

Observed in SE Tasmania

- Artificial structures
- Rock pools
- Rocky reefs

Habitats:

- Bays and estuaries
- Shores and shallow waters

Species not known to be in the Port of Burnie but are elsewhere in Tasmania

New Zealand Green Lipped Mussel
(*Perna canaliculus*)

Found in:

- Rocks
- Shores and shallow waters
- Wood
- Hard Surfaces

Habitats:

- Shores and shallow waters

Soft Shelled Clam
(*Mya japonica*)

Observed in SE Tasmania

- Gravel
- Mud
- Sand

Habitats:

- Shores and shallow waters

If you see something unusual, report it.

Note the location, take detailed photos and contact Biosecurity Tasmania.

03 6165 3777
biosecurity.tasmania@nre.tas.gov.au
marinepests.gov.au

Biosecurity - it's everybody's business TasPorts

Report Marine Pests

Port of Bell Bay

Protect our estuarine environments

Asian Shore Crab
(*Hemigrapsus sanguineus*)

Found in:

- Artificial structures
- Under debris, rocks and shells
- Mud

Habitats:

- Intertidal rocky coasts
- Shallow water

Sea Squirt
(*Didemnum vexillum*)

- white colouring
- grows in an encrusting manner or forms rope-like tendrils

Northern Pacific Seastar
(*Asterias amurensis*)

Observed in SE Tasmania

- Artificial structures
- Rock pools
- Rocky reefs

Habitats:

- Bays and estuaries
- Shores and shallow waters

Look out for marine pests on:

- Vessels
- Submerged structures
- Wharves and equipment

If you see something unusual, report it.

Note the location, take detailed photos and contact Biosecurity Tasmania.

03 6165 3777
biosecurity.tasmania@nre.tas.gov.au
marinepests.gov.au

Biosecurity - it's everybody's business TasPorts

Report Marine Pests

Port of Devonport

Protect our estuarine environments

These species are widespread

Asian Shore Crab
(*Hemigrapsus sanguineus*)

Found in:

- Artificial structures
- Under debris, rocks and shells
- Mud

Habitats:

- Intertidal rocky coasts
- Shallow water

Sea Squirt
(*Didemnum vexillum*)

- white colouring
- grows in an encrusting manner or forms rope-like tendrils

Northern Pacific Seastar
(*Asterias amurensis*)

Observed in SE Tasmania

- Artificial structures
- Rock pools
- Rocky reefs

Habitats:

- Bays and estuaries
- Shores and shallow waters

Species not known to be in the Port of Devonport but are elsewhere in Tasmania

New Zealand Green Lipped Mussel
(*Perna canaliculus*)

Found in:

- Rocks
- Shores and shallow waters
- Wood
- Hard Surfaces

Habitats:

- Shores and shallow waters

Soft Shelled Clam
(*Mya japonica*)

Observed in SE Tasmania

- Gravel
- Mud
- Sand

Habitats:

- Shores and shallow waters

If you see something unusual, report it.

Note the location, take detailed photos and contact Biosecurity Tasmania.

03 6165 3777
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marinepests.gov.au

Biosecurity - it's everybody's business TasPorts

Port specific invasive aquatic species

27 PORT OF BURNIE ENVIRONMENTAL MANAGEMENT PLAN

TasPorts



3.2 ENVIRONMENTAL RESOURCE ALLOCATION

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

Table 8: Environmental financial resource allocation for the Port of Burnie for FY2026-27 and 2027-28.

CATEGORY	PROJECT	ENVIRONMENTAL INITIATIVES ALLOCATED FUNDING AND RESOURCING
Environmental monitoring	Air (dust) Stormwater Dredging Whole of Port	Controls in place to minimise. Marine baseline assessment including invasive aquatic pests. Noise assessment. Light assessment.
Environmental equipment and maintenance	Whole of Port operations	Tenants EMPs. Maintenance of upgraded of oil spill equipment.
Emergency response	Whole of Port emergency response	Development of First Strike plan. Biosecurity marine pest posters and in-water monitoring.
Environmental training	Landside operations	Oil spill response and equipment operator. Contaminated material during ground penetration and excavation.
Stakeholder engagement	Maintenance dredging and Port users and tenants	Port Customer Forum meetings. Marine pest posters. Mission to Seafarers support.
Climate transition and decarbonisation	StraitLink and other shorepower	Maintenance
Waste management	Whole of Port waste	General waste and recycling services

3.3 COMMUNITY AND STAKEHOLDERS

The township of Burnie has a population of 20,441⁹, and is located on the north-west coast of Tasmania.

The Port of Burnie is located to the east of the city's central business district (CBD), and further to the south the land is zoned for commercial use. Generally, residential land is located inland of the CBD.

Recreational stakeholders range from those that directly interact with the marine environment of the port, such as recreational fishers and yachters, through to those that use the coastal amenities such as the walk and cycle-ways along the foreshore, including tourists, tourism volunteers, walkers and cyclists. The improved condition of the marine environment and improved coast amenities, especially dual boat ramps, has corresponded with increased recreational use of the port area.

A Burnie Port Customer Forum has been established to facilitate internal communications for Port users and tenants. This working group meets every 3 months and is a forum to address safety and environmental issues, and opportunities for improvement.

The TasPorts Technical Advisory and Consultative Committee (TACC) meets as required to strengthen community relationships and ensure stakeholder needs are considered in dredging projects.

Key Port stakeholders and methods of engagement are summarised in [Table 9](#): Stakeholders in the Port of Burnie. The specific needs and expectations of TasPorts key stakeholders are detailed in TasPorts' EMS Framework.

Table 9: Stakeholders in the Port of Burnie.

STAKEHOLDER GROUPS	KEY STAKEHOLDERS	ENGAGEMENT METHODOLOGY
Port users	Strait Link, TasRail, Qube, Burnie Woodchip Export Terminal (BCET), ISO Marshalling and Mission to Seafarers	Port Customer Forum Public website Shipping agents
Recreational water users	Burnie Yacht Club, Burnie Surf Life Saving Club, Cradle Coast Outrigger Canoe Club	Port Customer Forum Public website
Commercial fishing	Scalefish Fishery	Port Customer Forum Shipping agents
Recreational fishing	Inland Fisheries, Anglers Alliance Tasmania	Public website
General public and residents	Burnie City Council, Tasmanian Heritage Council, Tasmanian Aboriginal Heritage Tasmania	Public website
Nearby businesses	Marine Terrace, Burnie CBD and South Burnie commercial areas	Public website
Wildlife and environmental values	NRE Tasmania, Parks and Wildlife, Environmental Protection Authority (EPA) Tasmania, Cradle Coast NRM	Port Customer Forum Public website

⁹ 2021 Census

CHAPTER 4:

CONFORMITY REVIEW ON LEGAL REQUIREMENTS POLICY

4.1 CONFORMITY REVIEW

TasPorts Environmental Policy was developed and adopted across all Ports in 2022 followed by the Sustainability Strategy in 2024 and the development of a standalone Environmental Policy in 2026. 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.

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;
- 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 Burnie for FY2023-24 and 2024-25, contains targets for 2025-26 and 2026-27 and draws conclusions about the Policy Action Plan.

Table 10: Port of Burnie conformity review for FY2023–24 and 2024–25 with measurable targets for FY2026–27 and 2027–28.

PRIORITY	SIGNIFICANT ENVIRONMENTAL ASPECT	ENVIRONMENTAL ISSUE (2024 SDM)	ENVIRONMENTAL ISSUE (2026 SDM)	PORT POLICY	ACTIONS TAKEN	RESPONSIBILITY	KEY PERFORMANCE INDICATOR	TARGETS		RESULTS		TARGETS		CONCLUSIONS	
								2024	2025	2024	2025	2026	2027	2024–25	2026–27
1	Air emissions dust (from Cargo handling and tenant activities).	Air Quality.	Habitat ecosystem loss (water). Includes from poor air quality (dust).	Dust and air emissions from Port does not adversely impact community amenity or disrupt other Port activities.	1. Communications Port Customer Forums. 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	1	1	<1	<1	This target as remained on track as the number of complaints has remained the same as previous year.	Ensure operations staff are adequately trained re weather conditions and operating on the Port.
2	Air emissions.	Ship exhaust emissions.	Hazardous cargo (handling and storage) includes loading of woodchips and logs.	Dust and air emissions from Port does not adversely impact community amenity or disrupt other Port activities.	1. Communications through Port Customer Forums . 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 and complaints.	<1	<1	1	1	<1	<1	This target is on track and has improved from FY2023–24 when there were numerous occasions of cruise vessels emitting smoke. Continue to encourage best practise through surveillance and communication.	On track to further minimise though improved surveillance and communication with vessel management.
3	Air emissions. Noise pollution. Light pollution.	Relationships with local community (New projects or tenants / operational change).	Habitat ecosystem loss (land) in line with community expectations.	Dust and air emissions from Port does not adversely impact community amenity or disrupt other Port activities. 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 Customer Forums. 2. Cooperation of tenants and Port users in everyday best practise. 3. Development and review of Environmental Management Plans.	Manager Commercial Leasing	Reduction in number of incidents and complaints.	<1	<1	3 (noise) 1 (dust)	0	<1	<1	Target has not been achieved, however is experiencing ongoing improvement through improved resourcing and maintenance.	The Burnie Chip Export Terminal has commence a 6 year upgrade program.
4	Release of contaminants.	Soil contamination (land).	Garbage and port waste. Leading to contamination land and water.	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 Customer Forums. 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 visible waste in Port waters or on Port land. No accidental spills.	<1	<1	1	2	<1	<1	Target has not been achieved. Continue to encourage best practise through operator training, awareness and communication.	On track to further minimise though improved operating training, awareness and communication of best practise.

PRIORITY	SIGNIFICANT ENVIRONMENTAL ASPECT	ENVIRONMENTAL ISSUE (2024 SDM)	ENVIRONMENTAL ISSUE (2026 SDM)	PORT POLICY	ACTIONS TAKEN	RESPONSIBILITY	KEY PERFORMANCE INDICATOR	TARGETS		RESULTS		TARGETS		CONCLUSIONS	
								2024	2025	2024	2025	2026	2027	2024-25	2026-27
5	Noise pollution.	Noise.	Including bunkering operations.	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 Customer Forums. 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	<1	3	0	<1	<1	This target has improved from FY2023-24 when there were numerous occasions of cruise vessels emitting smoke. Continue to encourage best practise through surveillance and communication	Continue to review and improve noise related activities especially at night. The Burnie Chip Export Terminal has commence a 10 year upgrade program.
6	Sediment disturbance. Release of contaminants. Habitat disturbance. Regulatory compliance. Invasive aquatic species.	Dredging disposal.	Water Quality including seabed levelling, dredging operations and disposal.	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.	Regulatory compliance.	Manager Dredging and Hydrographic Survey	Permit compliance.	<1	<1	<1	<1	<1	<1	This target has been achieved. There were no complaints or incidents during seabed levelling during 2023 or 2024. There was no dredging during this period.	Continue to manage activities in line with permits. Dredging is planned for FY2026-27.
7	Noise pollution. Habitat disturbance. Regulatory compliance. Release of contaminants. Air quality.	Port development (land).	Soil contamination (land) including from Port development.	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.	Regulatory compliance. Communications through Port Customer Forums.	Manager Operations (NW) & Advisor Environment		<1	<1	0	0	<1	<1	This target has been met. The Port has a number of projects upgrading berths and there have been no incidents or complaints (Berth 4 and 5 and Burnie Chip Export Terminal)	Ensure operations staff are adequately trained re weather conditions and operating on the Port, and adequate dust, noise and light assessments are done prior and during works.

4.2 ENVIRONMENTAL INCIDENTS AND COMPLAINTS

Monitoring results for the community and Port tenant complaints relating to air quality, noise and light have decreased from 7 in FY2023-24 to 1 in 2024-25.

The number of recorded incidents have remained the same from 6 in FY2024-25 and in FY2025-26, showing an overall reduction since FY2017.

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 Burnie in the last two years:

- 3 x Tenant EMPs
- Whole of Port (annually)
- Whole of Port waste (general and recycled)
- Environmental Protection Notice (annually)
- Invasive aquatic species (via eDNA)
- Light pollution (whole of Port)
- Noise pollution (whole of Port)
- Grit and abrasive blasting guideline verification

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 Burnie 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 2-3 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 Burnie's objectives and targets is reviewed annually and reported every two years in the Port of Burnie public environment report accessed from TasPorts website ([TasPorts.com.au](https://tasports.com.au)). Annual reporting on these indicators demonstrates the effectiveness of the Port's environmental improvement plan in attaining improved environmental performance.

Performance indicators from FY2023-24 and 2024-25 are compared in [Table 11](#).

Table 11: FY2023-24 and 2024-25 Port of Burnie environmental performance indicators.

PERFORMANCE INDICATOR	FY2023-24	FY2024-25
Completion progress of Port Environmental Improvement Plan	77% completion of FY2023-24 to 2024-25 Improvement plan	77% completion of FY2023-24 to 2024-25 Improvement plan
Annual number of environmental incidents	2 (0.005 per vessel movement)	5 2 (0.001 per vessel movement)
Annual number of waste non-compliance incidents	0	2
Annual number of hydrocarbon spills to marine environment	0	4
Annual number of environmental complaints	9 (0.02 per vessel movement)	0
Annual scope 1 and 2 greenhouse gas emissions (tonnes CO ₂ e-/per number of vessel movements per year	1,179 tonnes (2.7 tonnes per vessel movement)	1,286 tonnes (2.9 tonnes per vessel movement)
Annual amount of recycled waste as a % of waste to landfill (tonnes)	4%	20%
Percentage of beneficial use of dredging material	N/A	N/A

Performance indicators show how the annual number of environmental complaints has decreased substantially since the previous reporting period, however the number of incidents has increased. 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 FY2026-27 AND 2027-28

Table 12: Port of Burnie Environmental Improvement Plan FY2026-27 and 2027-28.

OBJECTIVE / TARGET	COMPLETION DATE / STATUS
Environmental Management System – To develop ISO14001 aligned Environmental Management Systems and obtain EcoPorts Certification	
Port of Burnie EMP and EcoPorts certification	FY2027 Q1 completed
Review EMPs for major Port tenants	FY2026-27 in progress
Review BCET EMP	FY2026-27
Air emissions – Dust and air emissions from Port does not adversely impact community amenity or disrupt other Port activities	
Identify additional wood fibre dust control improvements	On going
Undertake an assessment of wood fibre dust monitoring	Completed annually
Review customer compliance with TasPorts Bulk Handling Standard	FY2027 Q2
Biosecurity – Ensure that TasPorts take all reasonable and practical measures to prevent, eliminate or minimise biosecurity risk	
	On going
Improve awareness and competency relating to marine pest biosecurity:	FY2026 in progress
<ul style="list-style-type: none"> • Port staff education • Baseline survey • Updated Harbour Master instructions 	FY2026-27
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 Burnie environmental and sustainability performance	FY2025-26 Q2
Share information internally and externally on Port of Burnie history	On going
Undertake light pollution and noise impact assessments for proposed Port development changes	FY2026 Q1 Completed
Increase knowledge of Tasmanian Aboriginal values & Port history	FY2026 Q4
Energy and climate – Take clear and decisive action in relation to climate change	
Identify Port specific climate change risks and opportunities	FY2026-27
	ongoing
	completed
Develop carbon reduction plan for Port of Burnie in alignment with TasPorts carbon reduction target	ongoing
	ongoing
Noise – Minimise impacts to the community from Port related noise emissions	
Reduction in number of complaints	FY2027 Q1
	FY2025-26 Q1 completed

OBJECTIVE / TARGET	COMPLETION DATE / STATUS
Water pollution – Eliminate and reduce water discharges to protect marine water quality and marine habitat	
Implement improved stormwater management controls	FY2026–27 & 2027–28
	FY2027 Q3 & 2027–28
	FY2026–27 & 2027–28
	ongoing
Dredging operations	ongoing
Reduction in marine plastics in Port areas	ongoing
	FY2026–27 & 2027–28
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	ongoing
	FY2025 not implemented and closed
Internally share knowledge of Port marine wildlife and environmental values	ongoing
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	
No waste management non-compliance	FY2027–28
	FY2026–27
	FY2027–28
Track and monitor waste and establish recycling targets	ongoing
Participate in Clean Up Australia Day	Ongoing Q3

In addition to the initiatives in the previous PERS improvement plan, an area near Berth 6 was planted in local native species to create biosecurity safe biodiversity and an aesthetically pleasing space. The plants also aid in filtering pollutants that may be entering the marine environment with surface waters.

4.6 CLIMATE CHANGE RISK ASSESSMENT AND ADAPTION

RISK ASSESSMENT PROCESS

As part of TasPorts HSE policy (*Figure 9a*), 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.



Tasmanian native Poa spp.
planted on the Port of Burnie
(photo T.Furlonge 2026).

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;¹⁰
- 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 Burnie has exposure to very high site-specific climate change risks because of the exposure to flooding.

CHAPTER 5: ENVIRONMENTAL REPORT

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

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 Burnie.

10 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.

CASE STUDY ONE: MONITORING FOR INVASIVE AQUATIC SPECIES IN THE PORT OF BURNIE



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Port of Burnie | Tasmania

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

Invasive aquatic species pose a significant threat to Tasmania’s unique marine ecosystems and local industries. These species often outcompete native species, alter habitats, use the native species food resources and ultimately impact aquaculture operations and degrade infrastructure.

Environmental issue

- *Habitat*
- *Ecosystem protection*
- *Water quality*

Relevance to ESPO
5 E's Framework

Exemplify
Engage
Enable

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

- 5 yearly environmental marine assessments
- environmental DNA (eDNA) sampling to detect the 10 priority species
- settlement plate monitoring
- pre arrival Biosecurity checks for international and priority vessels
- targeted awareness campaigns featuring informative displays and educational material for employees and Port users

Our monitoring specifically targets Australia’s high risk species.

Pacific Oyster
(Crassostrea gigas) are one of the few establish invasive species in the Port of Burnie



The 2025 annual Tasmanian Biosecurity awards recognise the 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 award for our work in marine biosecurity.

Through these comprehensive biosecurity measures, TasPorts has successfully prevented new aquatic invasive species from establishing at the Port of Burnie. While some species have been established for a long time, no new species have been observed within our Port environment, demonstrating the effectiveness of our prevention and

CASE STUDY TWO: PORT OF BURNIE MANAGEMENT OF SURFACE WATER RUNOFF



Port of Burnie management of surface water runoff

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Port of Burnie | Tasmania

The marine ecosystem surrounding the Port of Burnie is monitored every five years with an additional check for the presence of invasive species in-between the whole of ecosystem monitoring.

Surface water flows across the Port and into the marine environment during heavy rains. To ensure good water quality, the use of vehicle sweepers and truck tyre cleaning is a part of regular operations.

TasRail owns and operates Tasmania's only common user Shiploader and Bulk Mineral Export Facility at the Port of Burnie. The mineral export infrastructure is a seamless supply chain solution for the State's mining industry, loading copper, zinc and magnetite that it receives by road and rail.

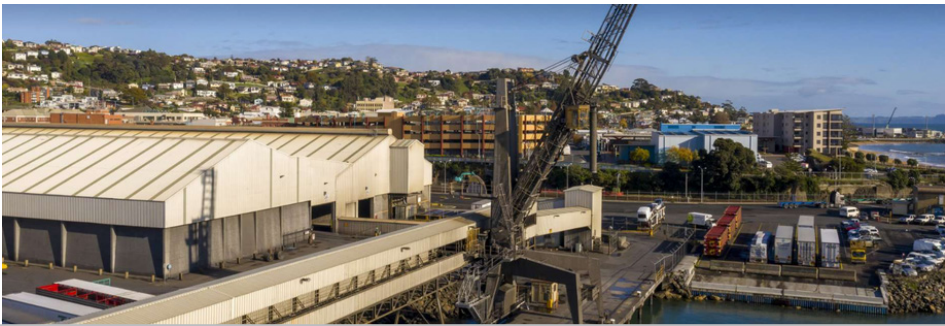
Environmental issue

- *Habitat*
- *Ecosystem protection*
- *Water quality*

Relevance to ESPO 5 E's Framework

Exemplify
Engage
Enable

A major Port tenant is finalising a complete water quality management cycle including dry and wet cleaning of truck tyres, capturing and re-using mineral concentrate from the cleaning process and recycling the wash water





CASE STUDY THREE: ENSURING MISSION TO SEAFARERS ARE ACCOMMODATED TO TASPORTS BEST AVAILABLE FACILITIES



Caring for our People Supporting our Seafarers

Contact Natasha Wardale

Position Community Engagement and Partnerships Officer

TasPorts Values

- *Proud*
- *Care*
- *Together*
- *Share*
- *Trust*

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.

Mission to Seafarers Tasmania

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

3 GOOD HEALTH AND WELL-BEING



4 QUALITY EDUCATION



8 DECENT WORK AND ECONOMIC GROWTH



10 REDUCED INEQUALITIES

