

PORT OF BURNIE ENVIRONMENTAL MANAGEMENT PLAN

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

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1	Dec 2023	T Furlonge J Davies	First issue	D Eizele M de Vos S McLeod	20 Dec 2023
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PERS REQUIREMENTS

PERS requirements	Burnie Environmental Management Plan	
Port Profile	Section 4	Appendix B
1.1 Environmental Policy	Section 2 Section 3 Section 8	Appendix A Appendix C
1.2 Register of environmental aspects, legal requirements and performance indicators	Section 2 Section 5	Appendix A Appendix C Appendix D
1.3 Documented responsibilities and resources related to environmental aspects	Section 6	
1.4 Conformity review of environmental policy and legal requirements	Section 2 Section 7	Appendix A
1.5 Environment report	Section 9	
1.6 Selected examples of best practice for management solutions	Section 10	

CONTENTS

1.	INTRODUCTION.....	1
2.	ENVIRONMENT MANAGEMENT SYSTEM.....	2
3.	POLICY STATEMENT AND OBJECTIVES.....	3
4.	PORT PROFILE.....	7
5.	ENVIRONMENTAL ASPECTS, IMPACTS AND RISKS	19
6.	ENVIRONMENTAL RESOURCING AND RESPONSIBILITY	23
7.	PERFORMANCE AND CONFORMITY REVIEW	27
8.	ENVIRONMENTAL IMPROVEMENT PLAN FY24 – FY26.....	29
9.	ENVIRONMENTAL REPORT	31
10.	ENVIRONMENT AND SUSTAINABILITY INITIATIVES.....	31
11.	CASE STUDIES.....	32

1. INTRODUCTION

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 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 Burnie is one of Tasmania's primary ports. Each year approximately five million tonnes of freight transit the port.

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

In addition, Burnie is becoming a favoured port of call for local and international cruise vessels.



2. ENVIRONMENT MANAGEMENT SYSTEM

TasPorts is committed to continual improvement of environmental performance through the implementation of an Environmental Management System (EMS).

The objectives of the TasPorts EMS are to:

- outline how TasPorts identifies and manages the risks and opportunities associated with delivering 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 risks and outline the key plans to address these risks;
- outline TasPorts environmental objectives and improvement planning processes;
- outline how TasPorts identifies, fulfills and reports on its legal and other requirements; and
- provide a framework for ensuring TasPorts environmental performance is continually and systematically improved.

This document includes information required to manage environmental risks at the Port of Burnie and outlines performance objectives and plans for improvement.

This document also addresses the EcoPorts Port Environmental Review System (PERS) and EcoPorts Environment Report requirements and will be published every two-years.

EcoPorts is an international port specific environmental management standard that enables benchmarking with other ports around the world (**EcoPorts 2022 Report**).

The EcoPorts 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 System.

3. POLICY STATEMENT AND OBJECTIVES

The Port of Burnie operates under **TasPorts Health Safety and Environmental (HSE) and Sustainability Policy**, which expresses our commitment to continuous improvement in environmental performance.

The HSE policy and Sustainability Policy in [Figure 1](#), are endorsed by the Chief Executive Officer and applies 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.

Environmental objectives have been developed to address each ports environmental priorities and significant environmental aspects.

Table 1 is an overview of the environmental objectives relating to the Port of Burnie's significant environmental aspects.

The Port of Burnie's detailed targets and initiatives for improvement are documented in Section 8 Environmental Improvement Plan FY4-FY26.

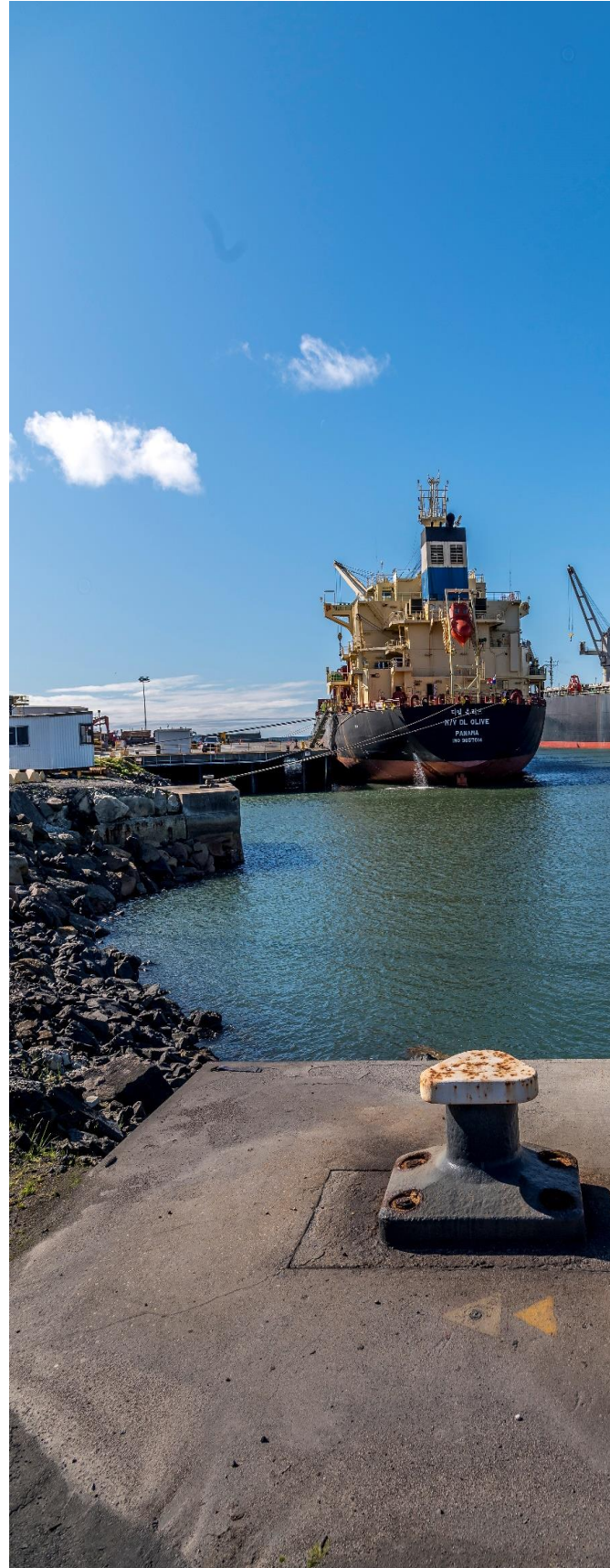


Figure 1 TasPorts Health Safety and Environment (HSE) Policy



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:

- 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) 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: 6 October 2021
Version: 3





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.



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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



Table 1 Port of Burnie Significant Environmental Aspects and Improvement Plan Objectives

Significant environmental aspect	Objective from Environmental Improvement Plan (Section 8)	Corresponding top ten ¹ environmental priority
Air emissions	Air emissions – Dust and air emissions from port does not adversely impact community amenity or disrupt other port activities.	Air quality Ship exhaust emissions
Community	Community and heritage – Proactive and transparent communications and consultation with stakeholders and surrounding communities regarding environmental impacts, port and marine history and sustainability. Growing our understanding of Tasmanian aboriginal values and history associated with our port and marine areas and acknowledge this.	Relationship with local community
Release of contaminants	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.	Soil contamination (land)
Noise emissions	Noise – Minimise impact to the community from port related noise emissions.	Noise
Release of contaminants	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.	Dredging disposal
Regulatory compliance	Environmental Management System – To develop ISO14001 aligned Environmental Management Systems and obtain EcoPorts Certification.	Port development (land related)
Energy and climate	Energy and climate – Take clear and decisive action in relation to climate change and achieve net zero GHG emissions by 2040.	Climate change Energy consumption
Stormwater run off	Water pollution – Eliminate and reduce water discharges to protect marine water quality and marine habitat.	Industrial effluent to water

¹ Top ten priorities identified in Port of Burnie EcoPorts Self Diagnostic Method 2024

4. PORT PROFILE

4.1 PORT LOCATION AND PORT AREA

The Port of Burnie is one of four commercial ports in Tasmania and is situated on the western shore of Emu Bay on the north coast.

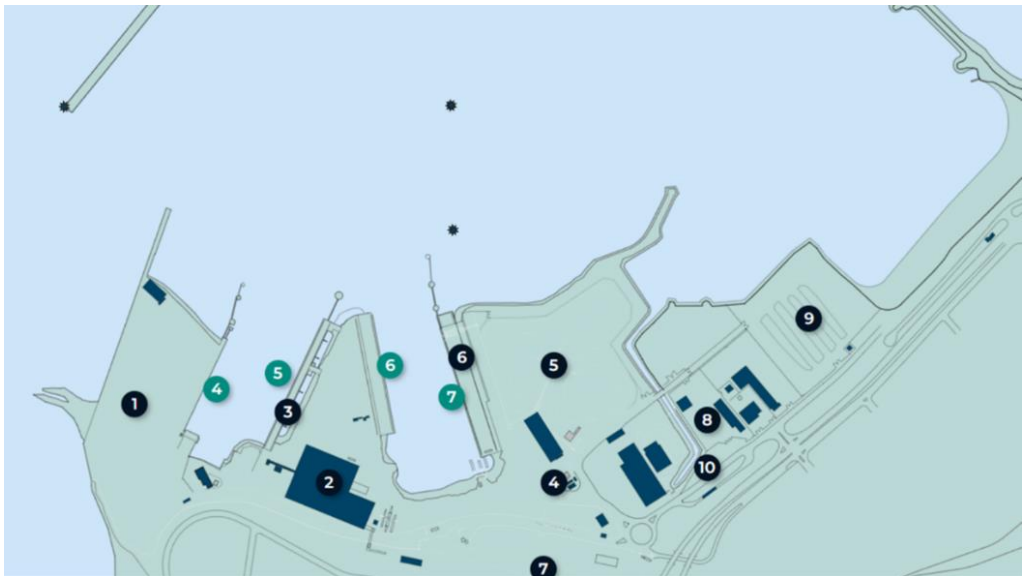
The port encompasses 33 hectares of land and 45 hectares of port water, licenced by the Crown, and is protected by two break waters. The port is serviced by tug and pilot boats berthed at the port.

The principal danger to vessel movements near the port is Blackmans Reef, with shallow water extending one mile seaward from the western shore of the bay.

Figure 2 - Aerial view of the Port of Burnie.



Figure 3 - Port of Burnie layout



4.2 PORT MASTER PLAN

In 2018 TasPorts released its [Port Master Plan](#) to guide a coordinated, state-wide vision for the future of Tasmania’s multi-port system.

BURNIE GATEWAY

The Burnie Gateway port infrastructure plan will enable TasPorts to deliver infrastructure based on staged capacity triggers that align with volume growth, to ensure a sustainable and optimised vision that evolves proportionally to commercial demand.

To support this work, in February 2023, TasPorts undertook a comprehensive drilling program at the Port of Burnie to confirm the underlying geological conditions within Burnie’s port zone. This represents the largest geotechnical investigation at the Port of Burnie in TasPorts’ history. This data will provide valuable input to the infrastructure plan, as well as the organisation’s capital dredging program.

To further inform the development of the Burnie Gateway infrastructure plan, TasPorts has also undertaken marine sediment testing, 3D surveying of Berth 7, alongside concept design and planning works.

4.3 MAIN COMMERCIAL ACTIVITIES

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

The Port of Burnie is Tasmania’s largest general cargo port, and one of Australia’s most important deepwater ports.

The port currently operates as a container port with a separate terminal for the exportation of woodchips.

There are four (4) main working berths within the port precinct. Exports and imports include containers, metal concentrates, fuel and woodchips.

Cruise vessels frequently visit the Port of Burnie during the cruise season.

Table 2 - Summary of berth operations

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 3 - 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 Harbour Master	Log loading and storage yard
Port services and marine regulatory services	Woodchip storage and loading
Maintaining infrastructure and berths	TasRail concentrate loading and storage
Operating a maintenance workshop and storage yard	TasRail railway yard
Managing berthing arrangements	Bulk cargo handling
	Commercial fishing unloading
	Cruise ship visitors
	Strait Link freight and livestock transport
	Mission to Seafarers

4.4 COMMUNITY AND STAKEHOLDERS

The township of Burnie has a population of 20,441², 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 Users Working Group has been established to facilitate internal communications for landside port users. This working group meet monthly and 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 to ensure stakeholder needs are considered in all dredging projects.

Key port stakeholders and methods of engagement are summarised in [Table 4 Port Stakeholders](#). The specific needs and expectations of TasPorts key stakeholders are detailed in TasPorts’ EMS Framework.

Table 4 - Port stakeholders

Stakeholder groups	Key stakeholders	Engagement methodology
Port users	Strait Link, TasRail, Qube, Burnie Woodchip Export Terminal (BCET), ISO Marshalling and Mission to Seafarers	Port Users Working Group meetings Through shipping agents Public website
Recreational water users	Burnie Yacht Club, Burnie Surf Life Saving Club, Cradle Coast Outrigger Canoe Club	TACC meetings Public website
Commercial fishing	Scalefish Fishery	TACC meetings Public website
Recreational fishing	Inland Fisheries, Anglers Alliance Tasmania	TACC meetings 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	TACC meetings Public website
Wildlife and environmental values	NRE Tasmania, Parks and Wildlife, Environmental Protection Authority (EPA) Tasmania, Cradle Coast NRM	TACC meetings Public website Meetings Site visits and audits

² 2021 Census

5.5 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 building 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.



4.6 KEY FACTORS INFLUENCING THE ENVIRONMENTAL CONDITION OF THE PORT

4.6.1 HISTORICAL IMPACT

Industry

Most industry in Burnie has been based around the railway, including the port. The marine area around Burnie has been impacted by industrial activity for half a century.

The most prominent industry was the Burnie Pulp Mill, along with the nearby Tioxide and acid plants that discharge effluent into Emu Bay. The closure of these industries has been associated with the improvement of conditions in the marine environment over the past 20 years.

The port has experienced development and expansion since its inception. The port land is almost entirely reclaimed, with a low probability of any aboriginal heritage being present.

There are no registered aboriginal heritage listings³ 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 boundary⁴.

Shipping

Introduced marine species in marine areas can harm native species, habitats and are difficult to remove once established.

Shipping activities are believed to be largely responsible for the introduction of invasive marine species, through ballast water and biofouling.

4.6.2 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, therefore, 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, dedicated water quality treatment systems when required.

Catchment

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.

³ Tasmanian Aboriginal Heritage Register checked 14 Dec 2022 [Aboriginal Heritage Register | Aboriginal Heritage Tasmania](#)

⁴ Tasmanian Heritage Register checked 14 Dec 2022 [Search the Tasmanian Heritage Register | Heritage Tasmania](#)

4.7 PORT STATISTICS

Freight resources and waste statistics for the Port of Devonport from the financial year 2023 are presented in [Table 5 – Port of Burnie freight, resource and waste statistics](#).

Table 5 - Port of Burnie freight, resource and waste statistics

Attribute	Burnie total	% of TasPorts total
Import freight (tonnes)	1,578,347 ⁵	28%
Containerised and general cargo	1,210,687	
Fertiliser	67,266	
Forestry	6,959	
General cargo	2,913	
Livestock	3,336	
Minerals	83,301	
Oil and gas	140,026	
Other	21,760	
Vehicles	27,652	
Export freight (tonnes)	3,534,596 ⁵	40%
Containerised and general cargo	1,164,743	
Forestry	1,459,431	
Livestock	31,708	
Minerals	881,160	
Oil and gas	274	
Other	891	
Unallocated	2,895	
Vehicles	7,842	
Number of vessel visits	470	18%
Water use (kL)	25,735 ⁶	13%
Diesel use (L)	9,540 ⁶	6%
Electricity use (kWh)	3,303,097 ⁶	26%
Scope 1 & 2 Greenhouse Gas Emissions (t CO2e-)	518 ⁶	7%
Wastes to landfill (tonnes) <i>calendar year</i>	65 ⁷	15%
Waste recovery (tonnes) <i>calendar year</i>	2.66 ⁷	9%

⁵ 2022-23 TasPorts Annual Report

⁶ Data sourced from NPI reporting 2022-23 data sources

⁷ Veolia EcoLogic reporting for calendar year 2022-23

4.8 ENVIRONMENTAL CONDITIONS AND VALUES

A summary of Port of the Burnie site environmental conditions, environmental values and key methods of management is provided below.

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, urban living, shipping and runoff from agriculture, mining and other catchment activities.

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

4.8.1 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 over the past half-century, 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.

4.8.2 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.

There are no marine farms in the vicinity of the Port of Burnie.

4.8.3 MARINE HABITAT

Giant kelp (*Macrocystis pyrifera*) has been described as occurring offshore from Round Hill Point (~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 locations⁸.

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

Figure 6 – Aquatic areas of interest near the Port of Burnie. The blue square represents the Burnie Chip Export Terminal (BCET) stockpile and the red hatched area is Parsonage Point. (Source NRE ListMap June 2023).



Figure 7 – Giant kelp reaching the water surface at Parsonage Point in October 2018 (Source: Marine Solutions June 2019).



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.

⁸ Lucieer et al. 2007

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 Devonport and East Wynyard, 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 8 – Pink and blue areas represent the approximate location of seagrass beds in 2015 (as mapped by CEE, 2015).



4.8.4 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

4.8.5 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 laevigata*) has also been recorded as reasonably common at Paronsage Point. Gunn’s Screw Shell (*Gazmeda 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 9 - Fur seals are commonly observed in Tasmanian waters



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

4.8.6 INTRODUCED MARINE SPECIES⁹

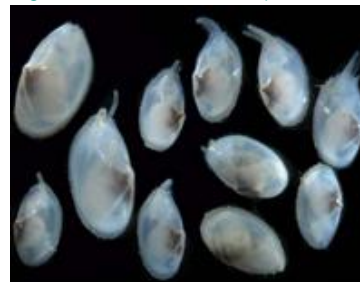
The Port of Burnie has been colonised by several invasive marine pests, likely introduced via hull fouling or ballast water discharge from cargo and passenger ships arriving from other parts of Tasmania, mainland Australia and international ports.

Biosecurity Tasmania currently recognises 26 different marine pest species present within the Port of Burnie limits.

In 2004, 14 introduced species were identified in the Port of Burnie.

The Asian Samele (*Theora lubrica*) is in a localised area between Berths 6 and 7, shown in Figure 10. This population may not be self-sustaining because there are frequent shipping movements from other areas known to have populations, and at a subsequent survey in 2019 the population had not spread.

Figure 10 – Asian Samele (*Theora lubrica*)



In 2019, the Pacific Oyster (*Crassostrea gigas*) was observed in sheltered areas of port infrastructure, shown in Figure 11. This includes inside the breakwall, on pylons around the breakwall and in the tug berths. Pacific oysters are widespread in Tasmania.

No other introduced marine species were observed in the port from underwater video or diver surveys during the 2019 survey.

Figure 11 – Pacific Oyster (*Crassostrea gigas*)



⁹ Information sourced from Marine Solutions Ecological Review and Gap Analysis for Devonport East Reconfiguration June 2019

4.8.7 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](#).

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.

4.8.8 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 bird species.

Major issues with nuisance bird species include:

- Starlings (*Sturnus vulgaris*) perching and roosting within Berths 5, 6 and 7, particularly container cranes and the Berth 6 open shed.
- Silver Gulls (*Chroicocephalus novaehollandiae*) nesting around foreshore and in the woodchip storage area.
- Pigeons (*Columbidae*) roosting and nesting in open sheds.
- Cormorants (*Phalacrocoracidae*) nesting, loafing and roosting on the breakwater.

Little Penguins have been observed within the port area of Burnie.

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.

4.8.9 NOISE

TasPorts applies a [Noise Management Standard](#) to all port operations and tenants.

As the Port of Burnie is close to the city of Burnie, noise management is important.

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

The most recent environmental noise assessment of operations at the Port of Burnie was done in 2023¹⁰, resulting in no recommendations for noise reduction. Noise emission levels from the port appeared to be largely unchanged from the levels measured in 2018 and 2020.

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.

4.8.10 LIGHT

TasPorts applies a [Light Pollution Management Standard](#) to all port operations and tenants.

In the last five years, TasPorts has not received any community complaints relating to nuisance light in the Port of Burnie.



¹⁰ Burnie Port Noise Assessment 2023

5. ENVIRONMENTAL ASPECTS, IMPACTS AND RISKS

5.1 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 at the Port of Burnie that have potential for extreme or major environmental impact (maximum foreseeable impact of major or extreme).



An overview of the Port of Burnie significant environmental aspects is provided in [Table 6](#).

Table 6 - Overview of Port of Burnie significant environmental aspects

Significant environmental aspects	Description
Spills – hydrocarbons, hazardous materials	Spills from vessel accidents, fires, bunkering and bulk hydrocarbon transfer accidents or failures. Underground hydrocarbon pipeline spills. Cargo, wastewater and livestock effluent spillage.
Air emissions	Dust or dour emissions, visible nuisance air emissions (e.g. smoke), greenhouse emissions (CO ₂ e), generation of air pollutants such as particulates, Volatile Organic Compounds (VOCs), sulphur dioxide or nitrous oxides and odour.
Energy and climate	Carbon emissions from fuel use (diesel, gas, petrol, etc.) and electricity use). Management of port infrastructure and operations to be prepared for increased flooding, sea level rise, increased high tides and to predict changes in supply chains. This may include planning, design and maintenance.
Habitat disturbance	Activities that protect or disturb terrestrial or marine habitat.
Invasive species	Marine pests, terrestrial pests and weeds. Management practices including discharges, inspections, washdown and fumigation which may influence the introduction of terrestrial or marine pests.
Marine discharges	Wastewater (sewer or greywater) discharges, bilge water, ballast water, livestock effluent discharges, open loop scrubber discharges, cleaning water and washdown water.
Noise emissions	Excessive night noise, noisy construction works, underwater noise from dredging, noise from changes in operations or operations without adequate noise control
Regulatory compliance	Regulatory approvals, monitoring, reporting or other environmental regulatory requirements.
Release of contaminants	Dredging and seabed levelling, land soil disturbance (legacy contamination).
Sediment disturbance	Excavation of soils, dredging and seabed levelling of marine sediments.
Stormwater runoff	Surface runoff during rainfall events resulting in deposition of chemicals, hydrocarbons, dust, sediment and litter into waterways.
Waste management	Identification and segregation of wastes, use of licenced transporters, authorised storage, disposal to licenced facilities, etc. landfill, recycling, litter, marine litter, effluent and septic tank waste.
Wildlife interactions	Disturbance to marine wildlife, death or injury to protected species, habitat and animal welfare.

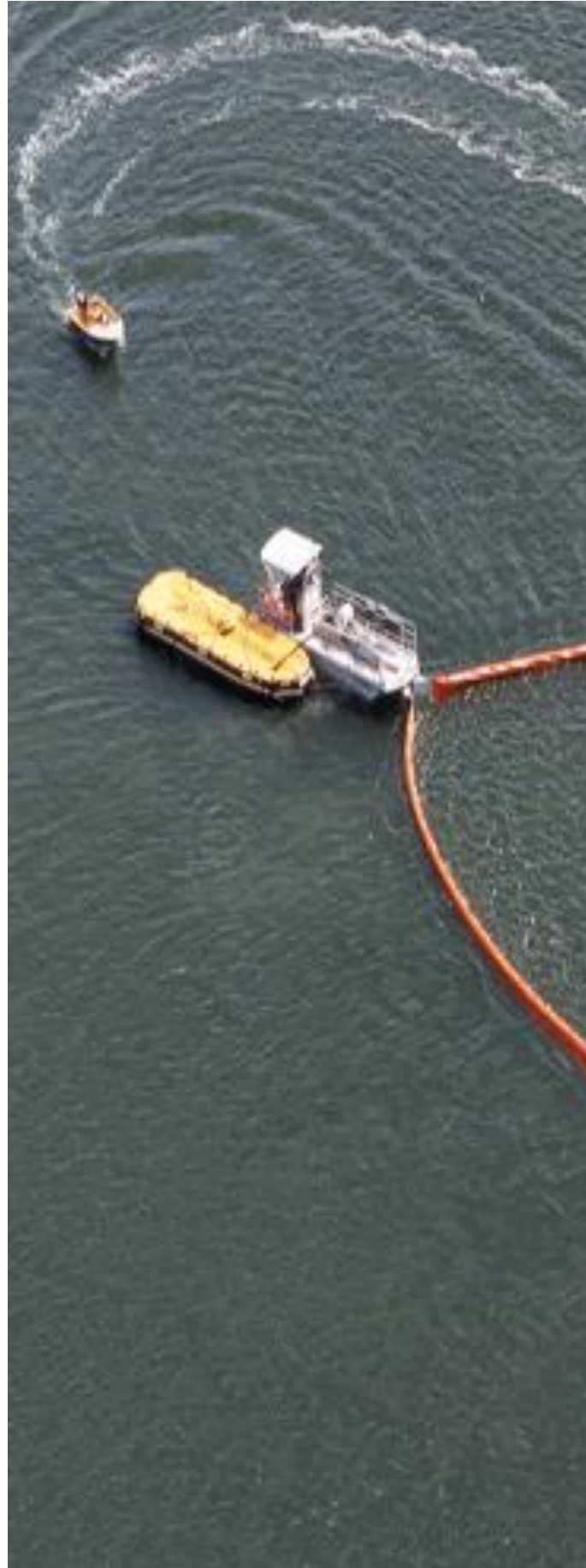
5.2 MONITORING REQUIREMENTS

TasPorts Environment and Sustainability team defines and implements organisation-wide monitoring and reporting obligations and requirements.

Environmental monitoring requirements for the Port of Burnie includes:

- whole of port noise assessments 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 assessment repeated after significant change to port development / lighting;
- site contamination assessment of areas suspected to be contaminated;
- port energy use (GJ), water use (L), waste quantities (tonnes) and greenhouse emissions quantities (tonnes CO₂e-);
- number and type of environmental incidents and complaints; and
- verification inspections to assess:
 - management of significant environmental aspects;
 - implementation status of improvement plan initiatives; and
 - compliance with legal requirements.

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



5.3 PERFORMANCE INDICATORS

Environmental performance indicators have been identified for monitoring compliance, improve performance on significant environmental aspects and to monitor progress towards achieving the environmental objectives and targets for the Port of Burnie.

The have been outlined in **Table 7 – Port of Burnie Environmental Performance Indicators**.

Table 7 – Port of Burnie Environmental Performance Indicators

Performance indicators	Relevant target/s
1.Percent completion of Port Environmental Improvement Plan	All objectives and targets in the Environmental Improvement Plan (Section 8)
2.Annual number of environmental incidents total (and per vessel movement)	No waste management non-compliance Eliminate and reduce water discharges
3.Annual number and type of environmental complaints	Reduction in community and port user complaints (noise and dust)
4.Annual total tonnes CO2e- Scope 1 and 2 greenhouse gas emissions (and per number of vessel movements per year)	Net zero carbon emissions by 2040
5.Annual amount of recycled waste (as a percentage) of landfill (tonnes)	Track and monitor waste and recycling targets
6.Percentage of beneficial use of dredging material	Assess options for reuse

6. ENVIRONMENTAL RESOURCING AND RESPONSIBILITY

6.1 ENVIRONMENTAL RESPONSIBILITIES

TasPorts employees, 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 Manager and the Environment 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 8 - Environmental responsibilities of key personnel](#). [Figure 12](#) details the location of staff with environmental responsibilities within the TasPorts organisational structure.

Table 8 – Environmental responsibilities of key personnel

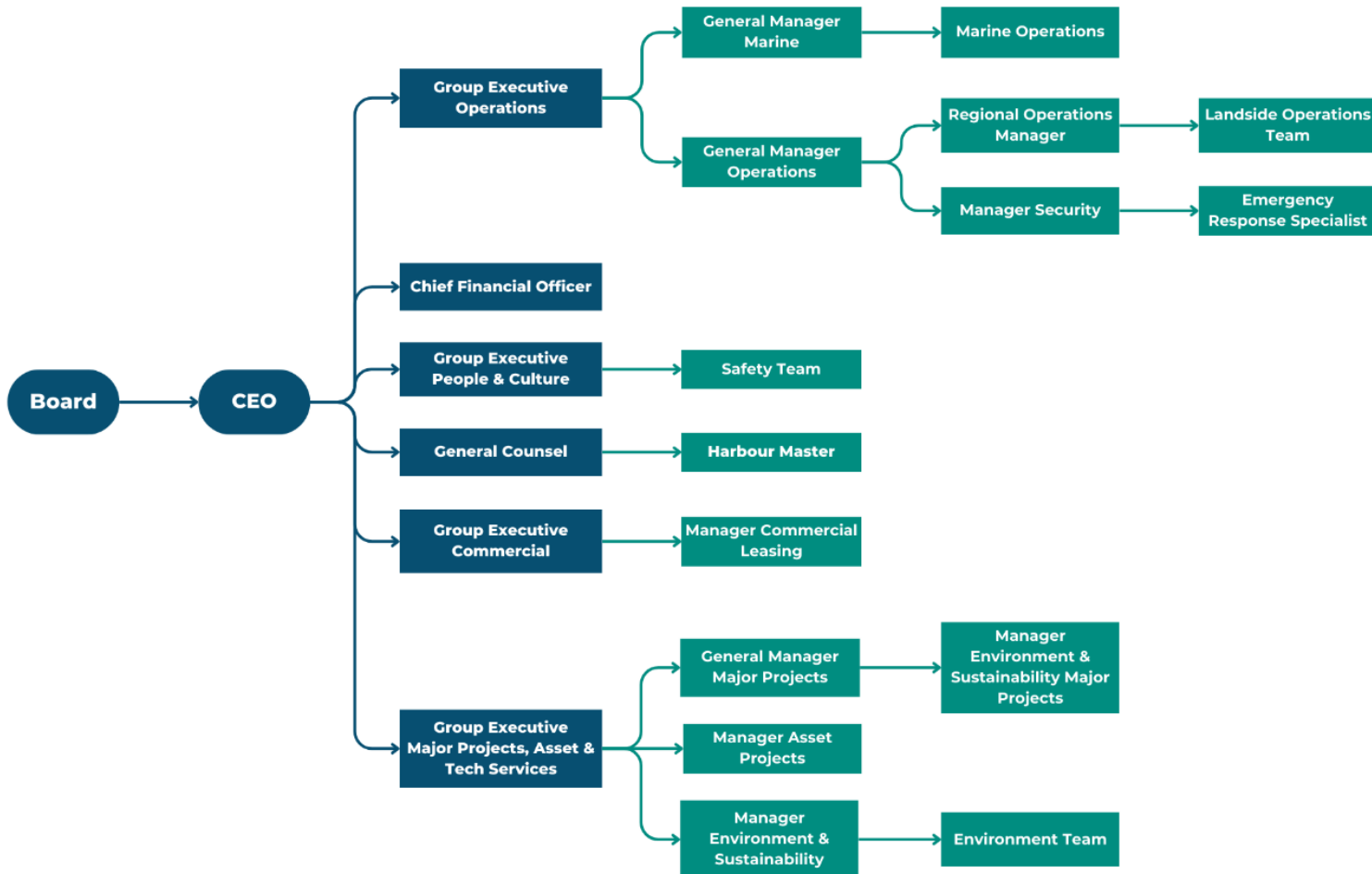
Environmental responsibility	Role and business unit
Policy	Board of Directors and CEO
Objectives, targets and strategic planning	CEO and Executive Team Environment and Sustainability Manager General Manager Operations Manager Operations
Port Operations – Landside	Manager Operations
Port Operations – Marine	General Manager Marine
Harbour Master and Port Navigation procedures	Harbour Master
Dredging	Executive Manager Major Projects, Assets and Technical Services
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 – Oil spill equipment	Operations Manager
Budgeting and resourcing	Environment and Sustainability Manager Environment and Sustainability Manager Major Projects Operations Manager
EMS development, environmental monitoring data and records management	Environment and Sustainability Manager Environment and Sustainability Manager Major Projects
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 Major Projects

Environmental responsibility	Role and business unit
Environmental Regulatory Authority liaison	Environment and Sustainability Manager Environment Team
Environmental specialist advice and incident support	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 12 – The location of staff with environmental responsibilities within the TasPorts organisation structure

TasPorts Organisation Structure Environmental Responsibilities



6.2 ENVIRONMENTAL RESOURCE ALLOCATION

A description of environmental management initiatives that have been allocated funding and resources are detailed in [Table 9 – Environmental financial resource allocation](#).

Table 9 - Environmental financial resource allocation FY24 and FY25

Category	Project	Environmental initiatives allocated funding and resourcing
Environmental monitoring	Baseline assessment	Port of Burnie Marine Environmental Assessment including water quality, sediment quality, benthic habitats and communities, protected species, sensitive receptors, introduced marine pests and stakeholder identification Port of Burnie Baseline Light Assessment
Energy and climate	Carbon reduction	Burnie energy audit
Equipment	Whole of port	Replacement and upgrade of oil spill equipment
Emergency response	Whole of port	Development of First Strike plans Biosecurity marine pest posters
Environmental training	Landside operations	Oil spill response and equipment operator training Contaminated material during ground penetration and excavation training
	Marine operations	Marine Piling Environmental Considerations training Marine mammal observation training
Stakeholder engagement	Burnie Dredging	Burnie Community Technical Advisory Consultation Committee (TACC)
	Port development and vessel scrubber effluent	EPA Tasmania
	Invasive marine species and in-water hull cleaning	Biosecurity Tasmania
Waste management	Waste disposal and recycling	

7. PERFORMANCE AND CONFORMITY REVIEW

7.1 COMPLIANCE (CONFORMITY) REVIEW

TasPorts conducts inspections and assessments of all areas to ensure legal compliance in line with achieving TasPorts' environment objectives and targets.

Compliance is assured and 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 environmental impacts and comply with permit conditions and other requirements.
- Auditing activities in the port against permits issued by EPA and approved contractor EMPs.
- Doing scheduled verification inspections to assess:
 - Management of significant environmental aspects,
 - Compliance with permits and EMPs,
 - Implementation status of improvement plan initiatives contained Section 8 the Environmental Improvement Plan, and
 - achievements of the environmental objectives and targets documented in the Environmental Improvement Plan.



7.2 ENVIRONMENTAL PERFORMANCE INDICATORS

Performance against the Port of Burnie objectives and targets is reviewed annually and reported every two years in the [Port of Burnie Public Environment Report](#).














Annual reporting on these indicators will demonstrate over time the effectiveness of the Port of Burnie’s environmental improvement plan in attaining improved environmental performance.











Performance indicators for FY23 and FY24 are compared in [Table 10 – Port of Burnie Environmental Performance FY23](#).

Table 10 – Port of Burnie Environmental Performance Indicators FY23

Target/s	Performance indicator	FY23	FY progress against target
All objectives and targets from Environmental Improvement Plan (Section 8)	% completion of Port Environmental Improvement Plan	Not available	Unable to assess until FY24
No waste management non-compliance Eliminate and reduce water discharges	Annual number of environmental incidents total (and per vessel movement)	3 (0.01)	1 waste management non-compliance No discharges to water occurred
Zero discharges of hydrocarbons to the marine environment	Annual number of hydrocarbon spill incidents entering water	0	0 hydrocarbon spills occurred on port land 0 discharges to the marine environment
Reduction in community and port user complaints (noise and dust)	Annual total number and type of environmental complaints	3	There was an increase in air emissions and noise complaints in FY23 compared to FY22, associated with the recommencement of the cruise sector
Net zero carbon emissions by 2040	Annual Scope 1 and 2 greenhouse gas emissions (tonnes CO2e-) per number of vessel movements per year	1.1 tonnes per vessel movement	A reduction in total tonnes CO2e emissions per year was reported
Track and monitor waste and recycling targets	Annual amount of recycled waste as a % of waste to landfill (tonnes) % of beneficial use of dredging material	4% N/A for FY23	Monitoring of waste and recyclables has commenced. Unable to assess use of dredge material until FY24

8. ENVIRONMENTAL IMPROVEMENT PLAN FY24 – FY26

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	FY24 Q3 – in progress 
Review EMPs for major port tenants	FY24 Q4 – in progress 
Review BCET EMP	FY24 Q1 - completed 
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	FY25 – in progress 
Undertake an assessment of wood fibre dust monitoring	FY25 – on track 
Review customer compliance with TasPorts Bulk Handling Standard	FY25 – on track 
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: <ul style="list-style-type: none"> • Port staff education • Baseline survey • Updated Harbour Master instructions 	FY24 Q3 – in progress 
	FY26 
	FY24 Q1 - completed 
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	FY25 Q2 
Share information internally and externally on Port of Burnie history	Ongoing 
Undertake light pollution and noise impact assessments for proposed port development changes	FY26 
Increase understanding and acknowledgement of Tasmanian Aboriginal values and history associated with our port	FY26 Q4 

Objective / Target	Completion date / status	
Energy and climate – Take clear and decisive action in relation to climate change		
Identify port specific climate change risks and opportunities	FY24 Q4 – on track	
Develop carbon reduction plan for Port of Burnie in alignment with TasPorts carbon reduction target	FY25	
Noise – Minimise impacts to the community from port related noise emissions		
Reduction in number of complaints	FY24 Q2 - completed	
Water pollution – Eliminate and reduce water discharges to protect marine water quality and marine habitat		
Implement improved stormwater management controls	FY25	
Reduction in marine plastics in port areas	FY25 Q4	
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	FY25 Q2	
Internally share knowledge of port marine wildlife and environmental values	FY24 Q3	
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	FY24 – on going	
Track and monitor waste and establish recycling targets	FY26	
Participate in Clean Up Australia Day	FY24 – on going	

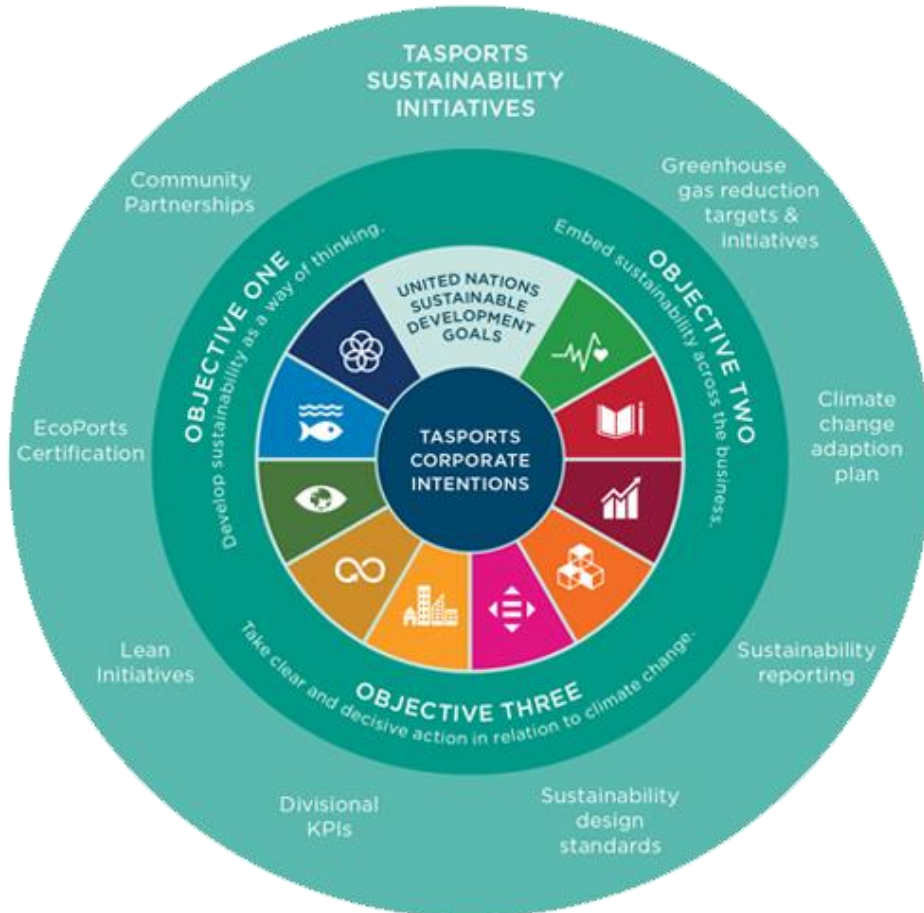
9. ENVIRONMENTAL REPORT

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

TasPorts has a sustainability strategy which seeks primarily to embed sustainability management at all levels of the organisation through three objectives.

10. ENVIRONMENT AND SUSTAINABILITY INITIATIVES

Figure 13 – TasPorts Sustainability Strategy



At TasPorts, Sustainability means:
Conducting business in a manner that enhances future economic, social and environmental value and does not compromise it.

11. CASE STUDIES

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.

Below provides three examples of environmental projects done by TasPorts to improve environmental conditions and sustainable development at the Port of Burnie.

CASE STUDY ONE



Burnie Chip Export Terminal

Contact Susan McLeod

Position Manager Environment and Sustainability

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Port of Burnie | Tasmania

TasPorts aims to leave a positive legacy for residents and businesses of Burnie, especially those living near the port.

The port is a critical gateway for the movement of forestry products from northern Tasmania and is home to the Burnie Chip Export Terminal (BCET).

TasPorts is committed to facilitating proactive and authentic engagement with stakeholders and the community. A Port of Burnie user group and BCET operations working group meet regularly to discuss safety and environmental matters.

TasPorts have been reviewing BCET operational data and air quality results since 2017. BCET keeps abreast of dust and noise management techniques and monitoring technologies, adopting improvements where suitable. Despite dry summers, heavy rain, and increased easterly weather events, there has been a reduction in wood-fibre dust concentrations in the city of Burnie resulting in a decrease of nuisance dust and noise complaints.

Environmental issue

Relationship with community

Air quality

Noise

Water quality

Climate change

Relevance to ESPO

5 E's Framework

Exemplify	Enable
Encourage	Enforce

In 2023 the Environmental Permit (EPN) for BCET was reviewed to accommodate the latest air quality monitoring and reporting methods. This update further ensures stockpiling and shiploading occurs in the optimal environmental conditions, therefore generating the least amount of dust. This means that when the wind is within a critical arc, air monitoring commences at multiple locations in the city of Burnie. Operations cease when wood-fibre dust exceedances occur. Resumption of stockpiling or shiploading only occurs when the air quality alert status permits. Meteorological and fugitive wood-fibre monitoring stations are used, and continuous dust management controls are adopted to ensure all operations are undertaken according to criteria in the EPN and the Environmental Management Plan.



The BCET air monitoring program has been acknowledged by the Environment Protection Authority (EPA) Tasmania, as being unique, site specific and effective at managing nuisance dust from the Port of Burnie.

Resilient infrastructure and trade growth

Community outreach

Materials and waste

Climate and energy

Water pollution prevention

CASE STUDY TWO



The Port of Burnie Noise standard

Port of Burnie | Tasmania

Contact Susan McLeod
 Position Manager Environment and Sustainability
 Email reception@tasports.com.au

Key features of noise management in the Port of Burnie have included regular baseline monitoring, impact assessment, modelling, adoption of shore-power and the development of an agency wide Environmental Noise standard. More recently TasPorts have contributed to the development of a Ports Australia Noise Good Practice Guide.

Environmental issue
 Relationship with community
 Noise
 Relevance to ESPO
 5 E's Framework
 Exemplify Enable
 Encourage Enforce

The purpose of the Noise Standard is to define the minimum noise and vibration that is accepted by TasPorts. The Standard aims to prevent noise and vibration related environmental harm, identify environmental nuisance and be compliant with legislation. The Standard applies to all TasPorts' staff, contractors, tenants, port users and the public while at TasPorts Facilities.

TasPorts is committed to facilitating proactive and authentic engagement with stakeholders and the community. A Port of Burnie Technical Advisory Consultative Committee has been established to provide an interface between TasPorts and the community regarding dredging. In addition, monthly Port user group meetings provide a forum for sharing information on noise mitigation and controls.

Potential noise issues are reviewed during project planning via a risk assessment workshop, which may identify noise issues and recommend a noise assessment be undertaken. Noise assessments are done in the early stages of works to better understand when and how noise is being generated, allowing for additional controls to be implemented if required. For example: planning noise generating works to be done during business hours and using smaller battery operated equipment

Noise assessments from 2018, 2009 and 2023, a noise model and the identification of noise management benchmarks will ensure nuisance noise does not increase over time.

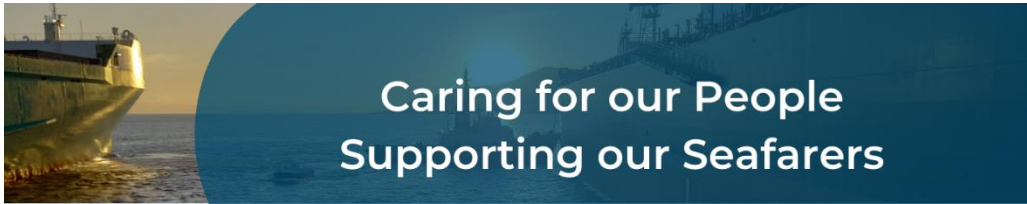


Shore power
 Shore power was commissioned by Strait Link in 2020 to avoid running of diesel powered generators while vessels are in port. A noticeable reduction in nuisance noise has been observed with shore power in use.



Example of noise modelling from the Port of Burnie over the urban and marine areas

CASE STUDY THREE



Caring for our People Supporting our Seafarers

Contact Natasha Wardale
Position Community Engagement and Partnerships Officer

Environmental issue
Relationship with community

Relevance to ESPO 5 E's Framework

Exemplify Enable
Encourage Enforce

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.

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



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.