



PORT OF HOBART
ENVIRONMENT REPORT

CONTACTS

SUSAN MCLEOD

Manager Environment and Sustainability

Email: reception@tasports.com.au

Tasmanian Ports Corporation Pty Ltd (TasPorts)

ABN 82 114 161 938

Telephone: 1300 366 742

www.tasports.com.au

LAUNCESTON OFFICE

90-110 Willis Street, Launceston*
PO Box 1060, Launceston 7250

*registered office

PORT OF BELL BAY

Mobil Road, Bell Bay
Locked Bag 4, George Town 7253

PORT OF BURNIE

Port Road, Burnie
PO Box 216, Burnie 7320

PORT OF DEVONPORT

48 Formby Road, Devonport
PO Box 478, Devonport 7310

PORT OF HOBART

Ground Floor
Port Tower Building, Hobart
GPO Box 202, Hobart 7001

HOBART OFFICE

Level 5, Marine Board Building
1 Franklin Wharf, Hobart
GPO Box 202, Hobart 7001

FLINDERS ISLAND

Lady Barron, Flinders Island 7255

KING ISLAND

285 Grassy Harbour Road
Grassy, King Island
PO Box 341, Currie, King Island 7256

STANLEY

Wharf Road, Stanley 7331

DEVONPORT AIRPORT

Airport Road, Devonport 7307

DOCUMENT CONTROL

Owner	Environment and Sustainability Manager
Document number	DOC/23/30278
Revision number	REV 3
Revision date	18 April 2024
Status	Final Rev 3 for Issue

REVISION HISTORY

REV	Date	Author	Amendment	Approved for issuing	
				Approver	Date
1	Dec 2023	McCallumSmith, J. Davies	First Issue	D Eiszele M de Vos S McLeod	Dec 2023
2	Jan 2024	S McCallumSmith, J Davies	Incorporate ECOSLC changes	S McLeod	Jan 2024
3	Apr 2024	S McCallumSmith, J Davies	Incorporate ECOSLC changes	S McLeod	April 2024

CONTENTS

- 1. INTRODUCTION.....1
- 2. ENVIRONMENTAL MANAGEMENT SYSTEM.....2
- 3. POLICY STATEMENT AND OBJECTIVES3
- 4. PORT PROFILE6
- 5. ENVIRONMENTAL ASPECTS, IMPACTS AND RISKS20
- 6. ENVIRONMENTAL RESPONSIBILITIES AND RESOURCES24
- 7. PERFORMANCE AND CONFORMITY REVIEW28
- 8. ENVIRONMENTAL IMPROVEMENT PLAN FY24 – FY26.....30
- 9. ENVIRONMENTAL REPORT32
- 10. ENVIRONMENTAL AND SUSTAINABILITY INITIATIVES32

1. INTRODUCTION

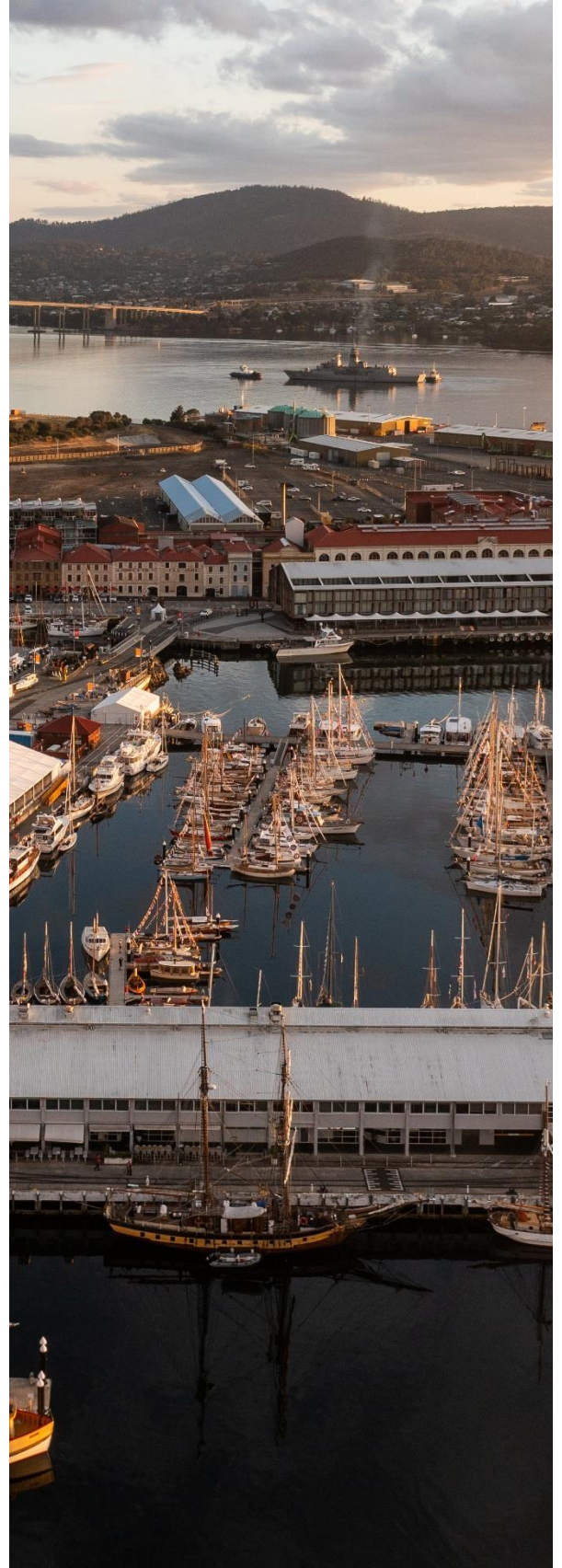
Tasmanian Ports Corporation Pty Ltd (TasPorts) is a state-owned company and is the owner and operator of a number of ports in Tasmania, including the Port of Hobart.

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

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

The Port of Hobart is a key gateway to Antarctica, an active fishing port and a popular cruise ship destination.

In addition, each year approximately two million tonnes of freight transits through the port.



2. ENVIRONMENTAL MANAGEMENT SYSTEM

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

The objectives of the TasPorts Environmental Management System (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, 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.

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

This document also addresses the EcoPorts Port Environmental Review System (PERS) and EcoPorts Environmental Report requirements and is 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 Hobart operates under TasPorts Health Safety and Environment (HSE) Policy, which expresses the organisational-wide commitment to continuous improvement in environmental performance.

The HSE policy in **Figure 1** is 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 are developed to address each ports' environmental priorities and significant environmental aspects.

Table 1 presents an overview of the environmental objectives relating to the Port of Hobart's Significant Environmental Aspects.

The Port of Hobart's detailed targets and initiatives for improvement are documented in Section 8 Environmental Improvement Plan FY24-26.

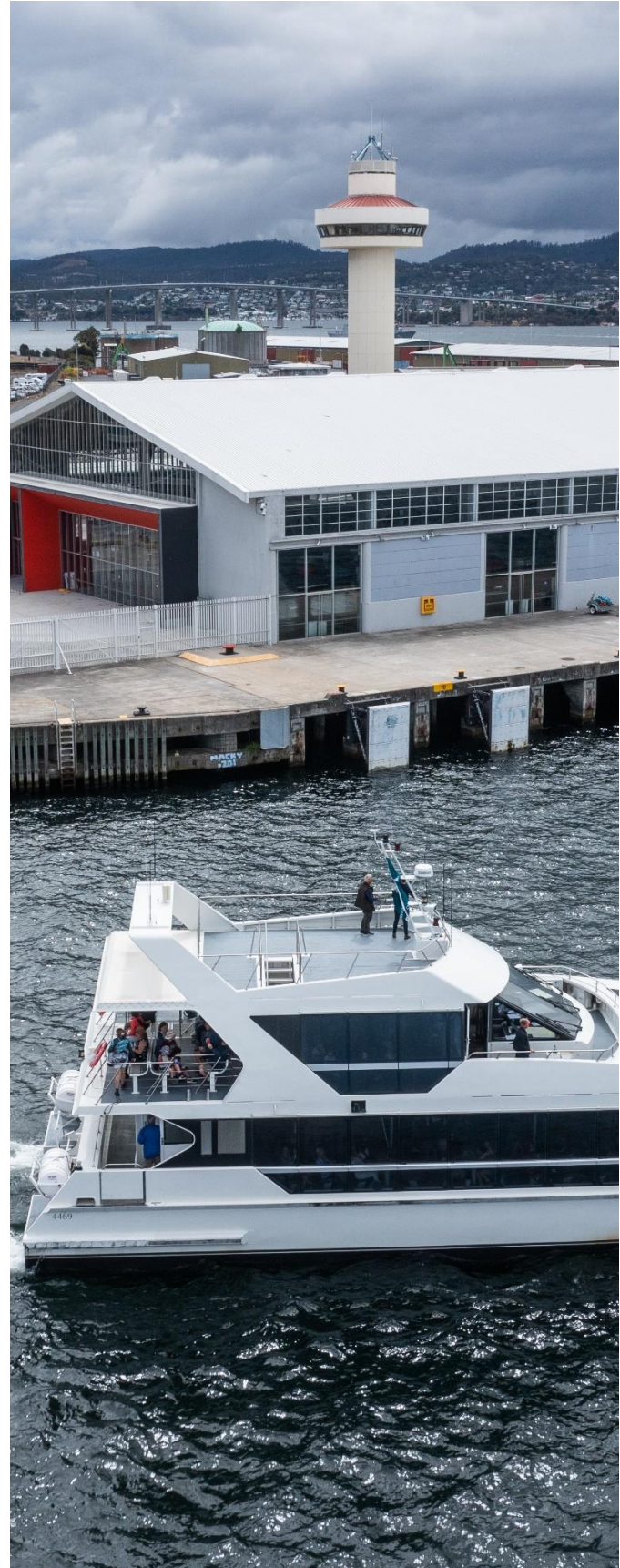


Table 1 – Port of Hobart Significant Environmental Aspects and Improvement Plan Objectives

Significant Environmental Aspect	Objectives from Environmental Improvement Plan (Section 8)
Air emissions	Air emissions - Dust and air emissions from port does not adversely impact community amenity or disrupt other port activities.
Energy and climate	Energy and climate - Take clear and decisive action in relation to climate change and achieve net zero GHG emissions by 2040.
Habitat disturbance	Land and wildlife – Minimise impacts and seek opportunities to enhance marine habitat, flora and fauna
Invasive species	Biosecurity – Ensure that TasPorts staff take all reasonable and practical measures to prevent, eliminate or minimise biosecurity risk.
Marine discharge – ballast	Water pollution – Eliminate and reduce water discharges to protect marine water quality and marine habitat.
Noise emissions	Noise – Minimise impacts to the community from port related noise emissions
Release 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.
Regulatory compliance	Environmental management system – To develop ISO14001 aligned Environmental Management Systems and obtain EcoPorts Certification. Materials and waste – 100% compliance with waste regulations and active minimisation of waste volumes.
Sediment disturbance	Materials and waste – No adverse impact from activities on TasPorts land from existing contaminated soils and sediment.
Spills – hydrocarbons, hazardous materials	Water pollution – Eliminate and reduce water discharges to protect marine water quality and marine habitat.
Waste management	Materials and waste – 100% compliance with waste regulations and active minimisation of waste volumes. Water pollution - Eliminate and reduce water discharges to protect marine water quality and marine habitat.
Wildlife interactions	Land and wildlife – Minimise impacts and seek opportunities to enhance marine habitat, flora and fauna.

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:

- 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.
- 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



4. PORT PROFILE

4.1 PORT LOCATION AND PORT AREA

The Port of Hobart is located in southern Tasmania on the western shore of the River Derwent adjacent to the City of Hobart's central business district.

The port encompasses 21 hectares of land and 20 hectares of port water, licenced by the Crown and comprises four distinct areas:

- 1) Sullivans Cove public waterfront precinct from Princess Wharf to Macquarie Wharf No. 1 Berth;
- 2) Macquarie Wharf secure port zone comprising 5 berths: Macquarie No. 2 through to No. 6 Berths;
- 3) Queens Domain Slipyard and Huon Quays; and
- 4) Sells Point bulk hydrocarbon unloading berth.

Figure 2 - Aerial view of the Port of Hobart, looking north.



Figure 3 – Hobart waterfront with Victoria Dock in the foreground.



Figure 4 – Domain Slipyard and Huon Quays with Macquarie Wharf No. 6 Shed in the background.



Figure 5 – Selfs Point bulk hydrocarbon unloading berth .



Figure 6 - Port of Hobart layout of berth and infrastructure



In addition, Primary Port Waters are those waters of the River Derwent described below and shown in **Map 1**. While the Port of Hobart is as defined earlier, TasPorts also has responsibilities for pilotage (the safe navigation and conduct of ships) and oil spill response within these Primary Port Waters zones.

4.1.1 ZONE A

Zone A means the waters of the River Derwent that are enclosed within the following limit:

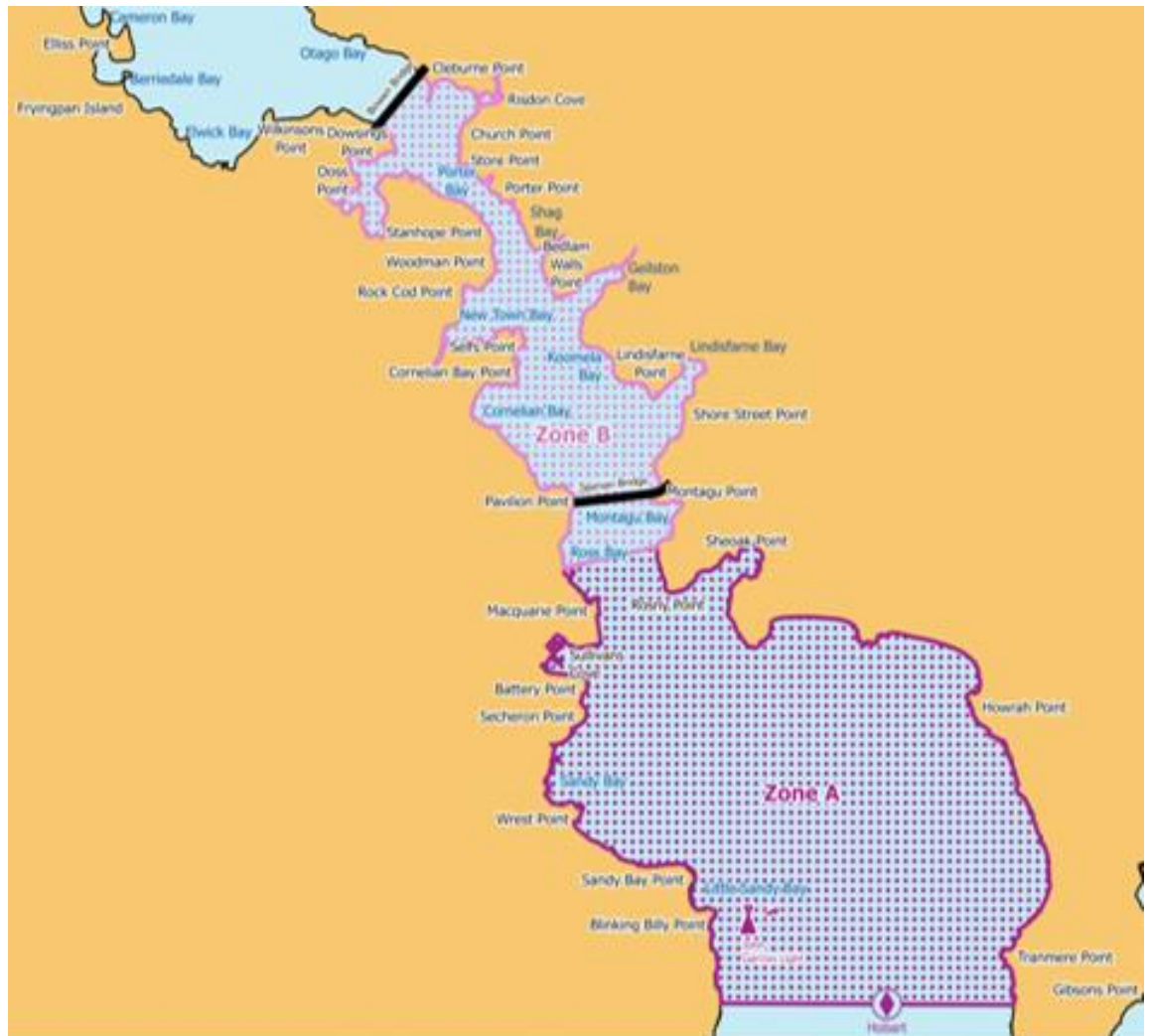
- a) in the south, by an imaginary straight line drawn from east to west along the parallel of latitude 4255.5' South across the width of the River Derwent;
- b) in the north, by an imaginary straight line drawn from the orange diamond-shaped beacons located approximately 450 metres south of the Tasman Bridge on the western shore of the River Derwent.

4.1.2 ZONE B

Zone B means the waters of the River Derwent that are enclosed within the following limits:

- a) in the south, by an imaginary straight line drawn from the orange diamond-shaped beacons located approximately 450 metres south of the Tasman Bridge on the western shore of the River Derwent to another pair of orange diamond-shaped beacons similarly located on the eastern shore of the River Derwent,
- b) in the north, by south-eastern side of the Bowen Bridge.

Map 1 - 3 Primary Port Waters - (source Hobart Port – First Strike Plan Final Draft v0.3 June 2023)



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.

At the Port of Hobart, major redevelopment of the Macquarie Wharf is proposed to support Antarctic exploration and scientific research and enable growth in established key trade areas and cruise.

In addition, an Antarctic Precinct will be constructed to build Tasmania's reputation as the gateway to east Antarctica and the Southern Ocean. The redevelopment will also facilitate solutions for bulk log exporting, container exports, commercial fishing and tourism.

These projects present many opportunities to improve environmental standards and performance of the port.

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 under direct operational control of TasPorts.

The port precinct services Antarctic exploration and scientific research vessels, commercial fishing vessels, cruise ships, freight and bulk vessels importing materials including fuel and fertiliser and exporting logs, Hobart ferries, tourism vessels and private pleasure craft. A commercial slipyard is also at the port located at the Queens Domain.

Bulk fuel unloading occurs at the Selfs Point berth with all other large commercial vessels berthing at Macquarie Wharf.

TasPorts tugs and pilot boats, the Australian Antarctic Division (AAD) vessel, small to medium sized fishing boats, tourism vessels and private pleasure craft are berthed at the Sullivans Cove public waterfront precinct.

The waterfront precinct is also a popular location for tourists and Hobart residents with Hotels, restaurants, food vendors and regular public events.

A list of berth operations can be found in [Table 2 – Summary of berth operations at the Port of Hobart](#) and a list of activities undertaken within the port in [Table 3 – Activities undertaken at the Port of Hobart](#).

Table 2 - Summary of berth operations at the Port of Hobart

Berth	Operation
Princes Wharf 1 and 2	Antarctic supply and medium to small vessels
Sullivans Cove Hobart Waterfront	Small fishing boats, tourism vessels, private pleasure craft, commuter ferries, TasPorts pilot boats
Macquarie Wharf No 1 Berth	TasPorts tug boats
Macquarie Wharf No 2 and 3 Berths	Cruise ships, Antarctic vessels, commercial fishing vessels
Macquarie Wharf No 4 and 5 Berths	Cruise ships, Antarctic vessels, commercial fishing vessels, freight and bulk vessels
Macquarie Wharf No 6 Berth	Antarctic vessels, commercial fishing vessels
Selfs Point Berth	Bulk fuel vessels and bunkering

Table 3 – Activities undertaken at the Port of Hobart

Activities under TasPorts operational control	Activities at the port through commercial arrangements
Berthing arrangements	Antarctic vessels
Landside operations	Bulk commodities export and imports
Maintenance of infrastructure, berths and slipyard	Chemical and fertiliser imports
Maintenance workshop and storage yard	Commercial fishing
Marine regulatory services	Cruise ships
Marine services	Hydrocarbon unloading and loading
Port services	Accommodation and hospitality
Vessel Traffic Services (VTS)	Public events
	Commuter ferries
	Tourism vessels
	Vessel maintenance and repairs

4.4 COMMUNITY AND STAKEHOLDERS

The City of Hobart (population 247,086¹) surrounds the port which is adjacent to the city's central business district (CBD).

Sensitive usages near the port include visitor accommodation on and immediately adjacent the waterfront area, nearby residences at Salamanca and Battery Point to the south of Sullivans Cove, and residences on Hobart's eastern shore at Bellerive and Lindisfarne immediately across the River Derwent from Macquarie Wharf and Selfs Point respectively.

The waterfront precinct and adjacent areas are public open spaces popular with residents and tourists and regularly used for public events. In addition to hotel accommodation, numerous tourism businesses are located in and operate from the precinct including tour buses, boats and seaplanes businesses. Commercial fishing boats and general recreational boats berth at the Kings Pier Marina, Constitution and Victoria Docks.

The Commonwealth Scientific and Industrial Research Organisation (CSIRO) and University of Tasmania Institute for Marine and Antarctic Studies (UTAS - IMAS) are located on Princes Wharf at Sullivans Cove. The UTAS Tasmanian College of the Arts is located adjacent the Macquarie 1 Shed and Port Tower Building.

Old rail yards immediately to the west of Macquarie Wharf are being remediated and developed by the Macquarie Point Redevelopment Corporation.

A TasWater wastewater treatment plant is located west of the Macquarie Wharf No. 6 security fence.

The Domain Slipyard is located between the Tasman Highway and the River Derwent in close proximity to the grounds of the Hobart Cenotaph and Royal Hobart Regatta. The Hobart bike track is located just outside the security fence and is used by pedestrians and cyclists.

Selfs Point is located on the western shore of the River Derwent among bulk fuel storage facilities on a small peninsular separating Cornelian Bay and New Town Bay. The nearest residential dwellings are located in Lindisfarne, approximately 500 metres east of the berth on the Eastern Shore of the River Derwent. The Nystar zinc smelter is located north across New Town Bay.

Recreational water users use all sections of the River Derwent for boating, sailing, rowing and kayaking.

Industries located in the vicinity of the port include zinc smelting, bulk hydrocarbon storage tank farms (Selfs Point), commercial fishing from Sullivans Cove and boat repair and maintenance at the Domain Slip.

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.

¹ 2021 Census

Table 4 - Port stakeholders

Stakeholder groups	Key stakeholders	Engagement methodology
Commercial port users	Southern Export Terminals (SET) Australian Antarctic Division (AAD) Tasmanian Worldwide Shipping Qube Ports Tas Shipping Suppliers Slipyard users Cruise ships operators Waterfront tenants, including: accommodation, food and tourism operators	Port Users Working Group meetings Meetings Via shipping agents Public website
Recreational water users	Tasmania Yacht Club Derwent Sailing Club Hobart Sea Scouts	Public website
Commercial fishing	Commercial fishers	Public website Meetings
Recreational fishing	TARFish Tasmania	Public website
Council, Authorities, community groups and organisations	Hobart City Council TasWater Tasmanian Heritage Council Marine & Safety Tasmania (MaST), Australian Navy Aboriginal Heritage Tasmania and aboriginal community representatives	Public website Meetings
Nearby businesses	Selfs Point fuel companies, including; Caltex, Bennetts Petroleum, Viva, BP (Atom, Puma), Ampol and Origin CSIRO UTAS (IMAS, College of the Arts) Accommodation and Food businesses Tourism operators	Public website Meetings
Wildlife and environmental organisations	Department of Natural Resources and Environment (NRE) Tasmania Parks and Wildlife (P&W) Environmental Protection Authority (EPA) Tasmania Derwent Estuary Program (DEP)	Public website Meetings, site visits and audits Annual reporting

4.5 PORT HISTORY

The Port of Hobart is located on the traditional lands of the muwinina people and nipaluna is the name of the country in which the city of Hobart sits².

There are no registered aboriginal heritage listings for the Port of Hobart³.

Hobart is the capital and administrative centre of Tasmania and has the state's largest urban population. The city was founded in 1804 when a British settlement was established at Sullivans Cove due to the site's good water supply and port (The Companion to Tasmanian History).

In 1820, a causeway was built between the shoreline and Hunter Island, a small rocky island that is now the location of Hunter Street. This became the business centre for the import and export of goods through Hobart with warehouses, pubs and stables (Hudspeth & Scripps, 2000).

Due to the vast amounts of whales in the surrounding waters, the Port of Hobart became one of the great whaling ports of the southern hemisphere. In 1869, sperm whale oil and wool were the major contributors to overseas export with 45 per cent of exports going to the UK.

Timber, fruit, wheat, vegetables and oats were also frequently exported with 28 per cent of exports going to Victoria (Hudspeth & Scripps, 2000).

The port has long held a central economic role in the town of Hobart and the rest of Tasmania. The Tasmanian whaling industry contributed to the economy for a long time but by the late 1870 and 1880s the industry began to decline due to depleted whale stocks and reduced oil prices resulting from the development of petroleum (Evans, 2006).

Since the 1990s, most vessels operating in the port consist of cruise ships, fishing vessels and general cargo. The port has also become a base for large vessels traveling to Antarctica, including research vessels from other countries (Hudspeth & Scripps, 2000).

One of the first documented dredging operations in the port occurred in 1882 with the removal of silt and general deepening of the harbour area (Hudspeth & Scripps, 2000). However, maintenance dredging hasn't

occurred in the River Derwent for the past 29 years due to the deep water of the port (DEP, 2013).

In the early days of European settlement, Hobart was the favoured route to Sydney for European sailing ships. Merchant captains brought cargo and convicts from Europe and then went whaling and trading. Oil was exported to Britain while timber, sheep and produce was shipped to settlements on mainland Australia (The Companion to Tasmanian History).

The first major industries in Hobart were the Zinc Works (now Nyrstar) which commenced in 1916 and the Cadbury confectionary factory that commenced in 1922. Both industries were built on the banks of the River Derwent. A newsprint mill was opened in 1941 on the banks of the River Derwent at Boyer, near New Norfolk. More industry was established in the 1950s and 1960s with further development of Tasmania's hydro-electricity scheme.

Macquarie Wharf is situated entirely on reclaimed land progressively filled in stages and completed in 1975. Fill material has included industrial waste (gas works residue, zinc smelter ash), public landfill, bricks, broken concrete, coarse gravels, boulders and imported clay. The area was used as a public landfill prior to 1905 until closure in 1938, and as a bulk fuel storage tank farm from the 1920s until all bulk storage was moved to Selfs Point in the 1970s (Figure 5).

The wreck of the vessel *Lake Illawarra* lies at the base of the Tasman Bridge in 40 metres of water with a full cargo of zinc concentrate following its collision with the Tasman Bridge in 1975. The vessel had been identified as a potential source of zinc to the water column however water sampling has shown no evidence that the wreck is leaching zinc or other heavy metals.

² Tasmanian Aboriginal Centre website

³ Tasmanian Heritage Tasmania – Record of Advice 24 Nov 2023

4.6 KEY FACTORS INFLUENCING THE ENVIRONMENTAL CONDITION OF THE PORT

4.6.1 HISTORICAL IMPACTS

Industry

Since European settlement, the waters around the Port of Hobart have been exposed to several environmental pollutants. In 1916, the Electrolytic Zinc Company, Nyrstar zinc smelter, was established at Risdon (Hudspeth & Scripps, 2000). Practices at the zinc smelter led to large amounts of heavy metals being discharged into the River Derwent. In the last 30 years, there has been a significant decrease in zinc concentrations however, heavy metal concentrations in the water, sediment and shellfish of the Derwent Estuary are still among the highest in Australia and exceed national guidelines for zinc, mercury, lead, cadmium, copper and arsenic (DEP, n.d.(a); DEP, 2009; Ridder, 1998).

Another source of contaminants has been discharges into the River Derwent from the newsprint mill at Boyer. Since 2007, the treatment of wastewater from the paper mill has significantly improved but its impact on the environment has resulted in low dissolved oxygen levels, impoverished benthic communities, suspended solids, pigment, reduced sulphur compounds and chlorinated gas compounds.

Sewerage

In 1843, the Hobart Rivulet became a sewer and people reportedly emptied their waste in the waterway. At the mouth of the rivulet near Hunter's Street (previously known as the Old Wharf) stench was becoming a problem so in 1906 wastewater treatment tanks were built at Macquarie Point (Hudspeth & Scripps, 2000).

The Macquarie Point wastewater treatment plant is scheduled to be decommissioned by 2025 (TasGov, 2022).

Shipping

Shipping activities are believed to be responsible for a significant proportion of the introduced marine pests occurring in the Derwent Estuary (Whitehead 2008). Shipping related vectors of species include through ballast water and biofouling i.e. on the hull on the ship. Introduced species in marine and intertidal areas can harm native species and environments and are difficult to remove once established.

4.6.2 PRESENT-DAY INFLUENCES

Surrounding land-use

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

Sewage Treatment Plants

There are two wastewater treatment plants near the Port of Hobart, one at Macquarie Point and another one at Sells Point. Both treatment plants discharge treated effluent via outfalls into the River Derwent. The Sells Point outfall has a licensed flow limit of 13,000 kL/day.

Discharge from the Macquarie Point treatment plant currently exits through an outfall in the middle of the Derwent Estuary with a licensed flow limit of 18,000 kL/day (TasWater, 2016). Effluent entering the marine environment can contain elevated organic and inorganic compounds, pathogens, toxins and heavy metals.

Stormwater

The stormwater network in Hobart consists of 350 km of stormwater pipes, drains, kerb and channel pipes, manholes and gully pits. This network discharges via several outfalls into the River Derwent and is managed by the City of Hobart (City of Hobart, n.d.).

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 major source of pollution to the Derwent Estuary in terms of litter, faecal bacteria and sediments.

According to environmental monitoring programs, several pollutants regularly exceed national water quality guidelines (DEP, n.d.(c)). Other possible contaminants in stormwater include dissolved and particulate nutrients, heavy metals, hydrocarbons and pathogens.

Catchment

Key sources of contaminants from the catchment of the River Derwent are:

- Zinc smelter
- Newsprint paper mill
- Wastewater treatment plants
- Agricultural runoff
- Stormwater

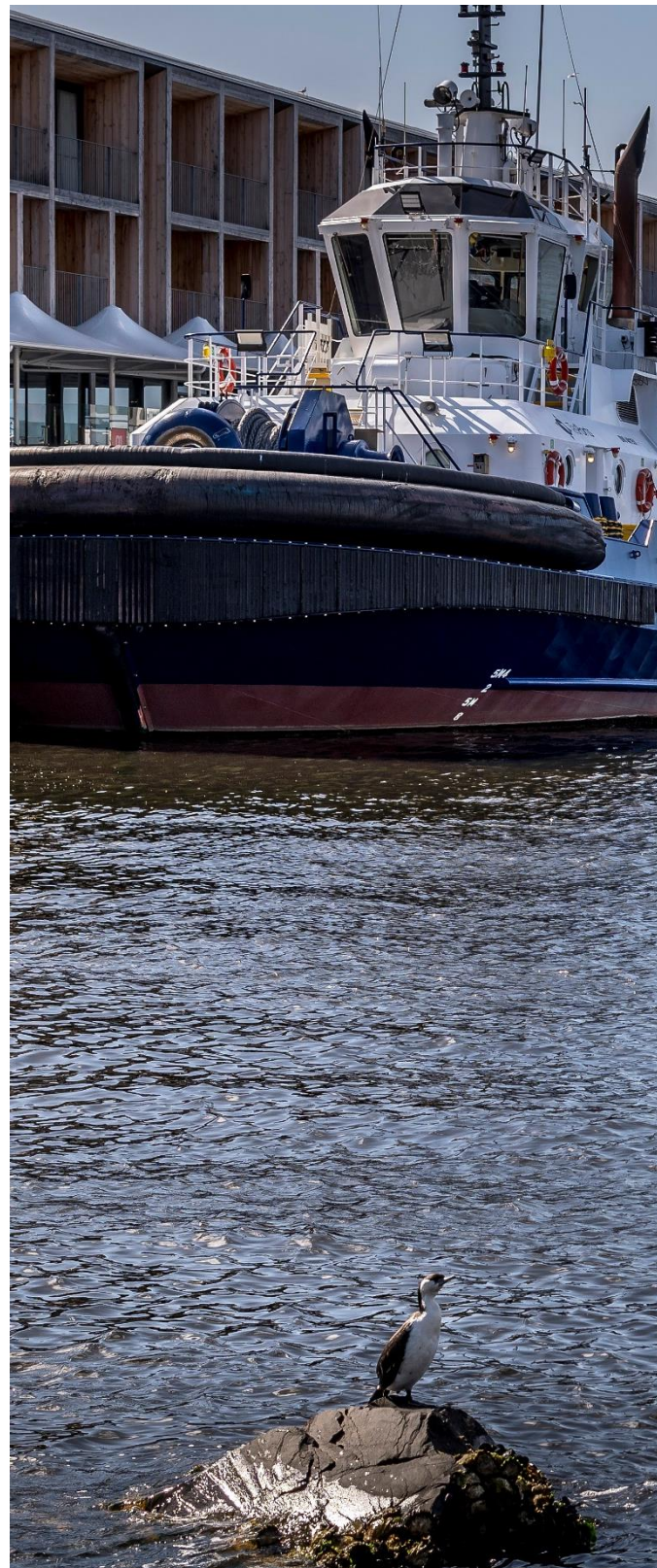
Climate change

Potential climate change impacts include:

- Increased run-off due to extreme rainfall events
- Increased runoff in agricultural regions of the Derwent Valley
- Increased water temperatures and ocean acidification
- Increased storms, creating coastal erosion
- Rising sea levels.

Coastal erosion and increased runoff entering the marine environment can lead to increased pollution in the River Derwent.

Elevated water temperatures and ocean acidification can disrupt the natural ecosystems in the river and increase the suitability of environment for a wider range of invasive species.

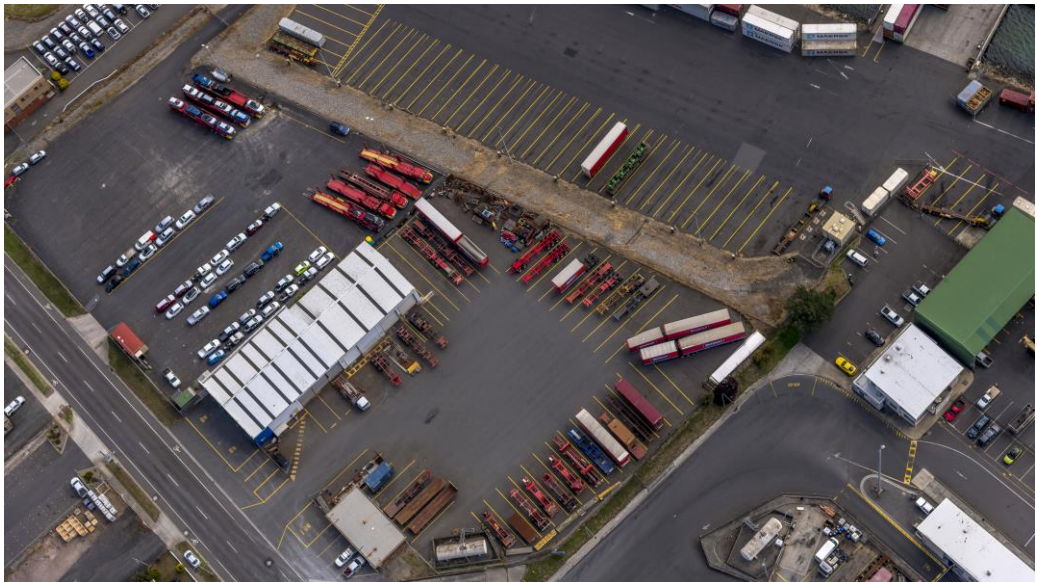


4.7 PORT STATISTICS

Freight resources and waste statistics for the Port of Hobart landside operations from FY23 are presented in **Table 5 –Port of Hobart Freight, Resource and Waste Statistics**

Table 5 –Port of Hobart Freight, Resource and Waste Statistics

Attribute	Hobart total	% of TasPorts total
Import freight (tonnes)	957,645 ⁴	17%
Export freight (tonnes)	765,775	9%
No. vessel visits	373	14%
Water use (kL)	50,415	25%
Diesel use (L)	13,414	1%
Electricity use (kWh)	3,256,006	27%
Scope 1 and 2 Greenhouse Gas Emissions (t CO2e-)	453	7%
Waste to landfill (tonnes)	276	64%
Waste recovery (tonnes) ⁵	24	82%



⁴ TasPorts Annual Report 2022/23

⁵ The process of extracting materials or energy from a solid or liquid waste stream for re-use, recycling or energy use

4.9 ENVIRONMENTAL CONDITIONS AND VALUES

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

The marine areas throughout the Port of Hobart have been dramatically developed and modified over the past 200 years and impacted by various industrial and commercial activities inside and around the port. The most prominent amongst these have been the heavy metal and nutrient impacts of zinc smelting and paper mill operations, sewage input and shipping. Progressive improvements to these inputs have resulted in a corresponding improvement of conditions in the marine environment over the past decades.

4.9.1 BATHYMETRY AND CURRENTS

Hobart is a relatively deep-water port with little requirement for routine dredging activities. Bathymetry off Sells Point and Macquarie Point on the western shore of the lower River Derwent is likely naturally maintained by the influence of tidal currents and scour. The average depth within the inner areas of the port, around Macquarie Wharf 2 and 3 and Sullivans Cove is approx. 15 meters.

Hydrodynamics around the port reflect the predominant tidal movement of water up and down the River Derwent. Near the Port of Hobart, surface and midwater currents predominantly move downstream in a south-easterly direction while bottom waters travel upstream in a predominantly northerly direction. Currents are strongest closer to the surface and generally influenced by the wind. The deeper currents were weaker and associated with tidal cycles.

4.9.2 WATER QUALITY

Water physio-chemistry throughout the Port of Hobart largely reflect seasonal, freshwater and water quality influences of the River Derwent. Toxicants concentrations are largely the result of historical pollutants in resuspended sediments with several metals exceeding Default Guideline Values (DGVs), including zinc, silver, copper and trivalent chromium. Variability in turbidity as a proxy for

water quality appear strongly linked to rainfall events, rather than obvious port activities.

4.9.3 SEDIMENT QUALITY

Sediments around the port contain high concentrations of contaminants and as a result sediment disturbance should be avoided or minimised wherever possible.

All metals, except chromium, exceed the screening level of sediment quality guidelines from sediments tested at multiple sampling sites. Total petroleum hydrocarbons, polycyclic aromatic hydrocarbons and tributyltin are also exceeded at several sites.

Given the high concentrations of contaminants, sediment around the port is expected to be classified as either low level contaminated soil (Level 2) or contaminated soil (Level 3) under the Tasmanian EPA guidelines for disposal of sediment (*EPA Tasmania Information Bulletin-105*).

4.9.4 PROTECTED MATTERS AND SENSITIVE RECEPTORS

Several threatened and protected marine species and communities occur throughout the port including the Spotted Handfish (*brachionichthys hirsutus*) and Red Handfish (*thymichthys politus*), and cetaceans (whales and dolphins). In 2022 a critically endangered Spotted Handfish (*Figure 7*) was observed in 22 metres of water, approximately 100 metres off Macquarie Wharf Berth 5.

Figure 7 – Spotted Handfish observed off Macquarie Wharf



Other protected species that could possibility occur near the port include the Australian Grayling (*Prototroctes maraena*), Southern Bluefin Tuna (*Thunnus maccoyii*) and School Shark (*Galeorhinus galeus*). Stands of Giant Kelp (*Macrocystis pyrifera*) may also exist near the port.

Seals are also regularly seen in the port.

The primary potential for impact on spotted and red handfish within the port is fragmentation of suitable habitat through pollution, siltation or physical impact during piling or dredging.

Whales and dolphins are susceptible to acoustic noise through underwater noise generated by piling and dredging.

Little Penguins (*Eudyptula minor*) nest on the foreshore around the Derwent Estuary. While their conservation status is of “least concern”, the River Derwent penguin population has been in rapid decline. Potential impacts from port operations and developments are primarily in the form of acoustic disturbance however this unlikely to affect any little penguin populations due to their distance from the port.

Several species of fish in the Derwent Estuary have been found to have mercury concentrations that exceed national food standards, in particular Black Bream (*Acanthopagrus butcheri*), Southern Sand Flathead (*Platycephalus bassensis*) and Sea Run Trout (*Salmo trutta*). Health advice recommends that shellfish or bream from the River Derwent not be eaten and that the consumption of fish caught in the River Derwent be limited to no more than two (2) meals/week.

4.9.5 BENTHIC AND INTERTIDAL HABITAT AND COMMUNITIES

Benthic habitat and communities around the Port of Hobart largely reflect the marine influence of the surrounding area. Substratum consists predominantly of fine sediment and sand, with some small areas of low-profile reef.

In general, the benthic habitat close to any artificial structures, such as wharf edges, are associated with a high density of shells and/or cobbles with habitat. Towards the middle of the estuary, the habitat is dominated by bare sediment and sand.

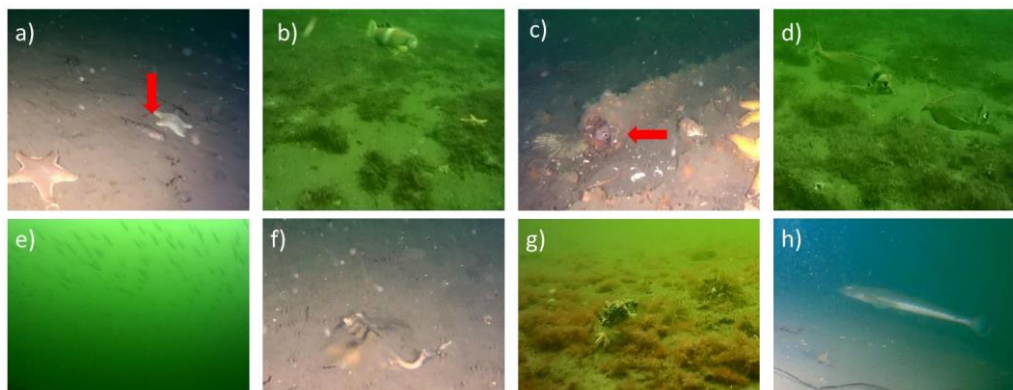
Infaunal community structure is largely dominated by polychaete worms, reflecting the dominance of soft sediment habitats across much of the port.

Several common fish, invertebrates and macroalgae are present across the port (Figure 8), similar to those expected around Southern Tasmania.

There is a relative abundance of invasive marine species throughout the port area including the regular Seastar (*Patiriella regularis*), the Northern Pacific Seastar (*Asterias amurensis*) and the Asian Semele (*Theora lubrica*). Many of these were historically introduced through shipping operations.

Large quantities of litter can enter the Derwent Estuary and the port area from the Hobart Rivulet which discharges into estuary immediately north of Macquarie Wharf. During major storm events the high rivulet can also discharge into Victoria Dock.

Figure 8 - Examples of fish observed in the Port of Hobart. a) Blenny (MAC4), b) Bluethroat wrasse (Kings 2), c) Cod, sheltering in a pipe (MAC5), d) Jackass morwong (Kings2), e) Large school of pelagics (Kings 2), f) Stingaree (MAC5) g) Globe fish (Princes) h) Flathead (T1).



4.9.6 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](#).

Due to a long history of industrial land use, reclamation using hazardous fill material and other industrial activities, much of the land associated with the Port of Hobart contains contaminated soil and groundwater immediately below the surface.

As a result, all TasPorts land and berths at the Port of Hobart are assumed to contain contaminated soil and groundwater unless established otherwise by appropriate sampling and analysis.

Elevated contaminants of concern detected in soil and groundwater at Macquarie Wharf include:

- volatilised toxic organic compounds
- hydrocarbons, in particular polycyclic aromatic hydrocarbons (PAHs) and Benzo(a)Pyrene
- lead
- sulphate and sulphide (potentially acid generating)
- ammonia
- boron.

Extensive groundwater monitoring at Macquarie Wharf has reported that:

- There is no unacceptable risk to human health via exposure to vapours from groundwater for general site use. The only exception is the potential risk for staff entering subsurface excavations and utility trenches.
- The risk to the River Derwent posed by groundwater at the site is considered to be acceptable – as the PAHs and longer chain length total recoverable hydrocarbons (TRHs) are bound to the sediments and are not available to be transported via groundwater migration.
- Elevated ammonia and ecoli in some bores may be due to leaks from the nearby main sewage line to the TasWater Macquarie Point Sewage Treatment Plant.

4.9.7 TERRESTRIAL FLORA AND FAUNA

There is very little natural habitat for terrestrial wildlife within the port land zone. Many areas of the port however are flat and protected and so provide suitable habitat for nesting and roosting of silver gulls (seagulls) and kelp gulls (pacific gulls). Silver gulls are the primary species present on the port that can exhibit nuisance behaviours, where log stockpiles and sheds allow nesting, roosting and loafing. Cormorants can also be present on navigational aids.

Three species of declared weeds have been observed within the Port of Hobart:

- Blackberry (*Rubus fruticosus*) – primarily on the western bank of the Domain slipyard
- Boneseed (*Chrysanthemoides monilifera var. monilifera*) – primarily on the western bank of the Domain slipyard
- Fennel (*Foeniculum*) – primarily on the western bank of the Domain and the foreshore at Self's Point.

4.9.8 NOISE

The noise environment of the port and its neighbourhood is complicated, with many noise sources and a wide range of usages. Port activities have moved away from a commercial focus, towards a tourism and recreational focus, especially in the central and south parts of the port, where the port is highly integrated with accommodation and hospitality venues. The port also has growing importance as a cruise ship destination and gateway for marine and Antarctic research.

Noise nuisance complaints directed at the port and its neighbourhood occur from time to time, but there are relatively few complaints given the number of residential and accommodation usages that are in proximity to port activities.

The impact of noise emissions generated at the port is greatest on the Hobart central business district and Franklin Wharf. The dominant noise source area is log loading followed by vessel noise. Dominant sources are typically vessel generator exhausts and mobile equipment (i.e. trucks, top lift forklift, log grab excavators).

Some recent noise complaints from residents on the Eastern Shore in relation to vessel generator exhaust appear to be linked to output that had different tonal and low frequency characteristics from other vessels.

4.9.9 LIGHT

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

Aligned with this standard a baseline artificial light assessment was undertaken in August 2022. Results found that while sky glow from the port area is indistinguishable from Hobart and surrounding suburbs, direct lighting from the port is visible and is easily identifiable as a region of high intensity point sources.

For future site development, the best practice light design principles recommended are:

1. Use minimum number and intensity of lights
2. Adapt lighting for colour, intensity and timing
3. Light only the area intended
4. Use non-reflective, dark coloured surfaces.

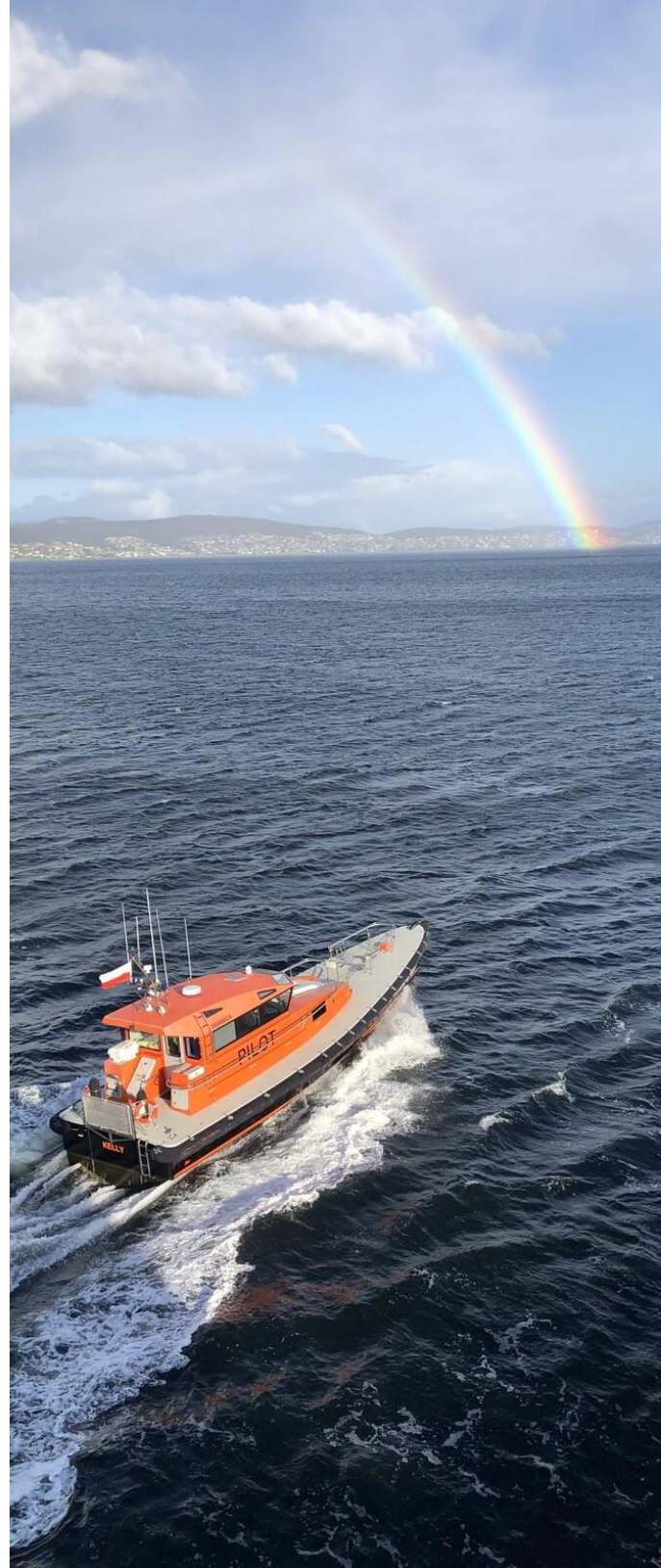


5. ENVIRONMENTAL ASPECTS, IMPACTS AND RISKS

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, products or services at the Port of Hobart that have potential for extreme or major environmental impact (maximum foreseeable impact of major or extreme).



An overview of the Port of Hobart significant environmental aspects is provided in **Table 6 - Overview of Port of Hobart significant environmental aspects.**

Table 6 - Overview of Port of Hobart significant environmental aspects

Significant environmental aspects	Description
Air emissions	Dust emissions from bulk dry cargo handling, boat maintenance and repair, construction projects or significant changes in operations or operations without sufficient air quality controls. Smoke and air pollutions from fire.
Energy and Climate	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 predicted changes in supply chains. This may include planning, design and maintenance.
Habitat disturbance	Disturbance of marine ecology and habitats during dredging, or marine infrastructure development (new project / change).
Invasive species	Cargo handling, vessel movement and slipyard activities that may influence the introduction of terrestrial or marine pests.
Marine discharges – ballast	Water discharge by vessels to maintain stability and trim.
Noise emissions	Excessive night time noise, noisy construction works, underwater noise from dredging or pile driving, noise from changes in operations or operations without adequate noise control.
Release contaminants	Release of contaminants from slipyard contaminated soils (from legacy and current slipyard activity), legacy contamination from historical fill activities and historic above and underground bulk hydrocarbon and chemical storages, or from marine sediments mobilised during capital or maintenance dredging.
Regulatory compliance	Regulatory approvals, monitoring, reporting or other environmental regulatory requirements.
Sediment disturbance	Excavation of soils, dredging and seabed levelling of marine sediments.
Spills – hydrocarbons, hazardous materials	Spills from vessel accidents, fires, bunkering, fuel storages and bulk hydrocarbon transfer accidents or failures.
Waste management	Compliance with waste and controlled waste regulations – appropriate identification and segregation of wastes, use of licenced transporters and authorised storage.
Wildlife interactions	Disturbance to marine wildlife, death or injury to protected species, habitat and animal welfare.

5.2 MONITORING REQUIREMENTS

TasPorts Environment team defines organisational-wide monitoring requirements.

Environmental monitoring requirements for the Port of Hobart 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 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 CO₂^e-);
- number and type of environmental incidents and complaints; and
- verification inspections to assess the:
 - management of significant environmental aspects,
 - implementation status of improvement plan 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. This is identified in a project specific Environmental Management Plan.



5.3 PERFORMANCE INDICATORS

Environmental performance indicators to monitor compliance, improved performance on significant environmental aspects and monitor progress towards achieving the environmental objectives and targets for the Port of Hobart are shown below in **Table 7 – Port of Hobart environmental performance indicators**.

Table 7 – Port of Hobart environmental performance indicators

Performance indicators	Relevant target/s
1. % completion of Port Environmental Improvement Plan	All objectives and targets in the Environmental Improvement Plan (Section 8)
2. Annual total number of environmental incidents (and per vessel movement)	No waste management non-compliance. Eliminate and reduce water discharges
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



6. ENVIRONMENTAL RESPONSIBILITIES AND RESOURCES

6.1 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 Manager and the Environment Team, provide specialist support, communications and advice to the Port of Hobart. Environmental responsibilities and accountabilities of TasPorts staff are documented in position descriptions and shown below in [Table 8 Environmental responsibilities](#).

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

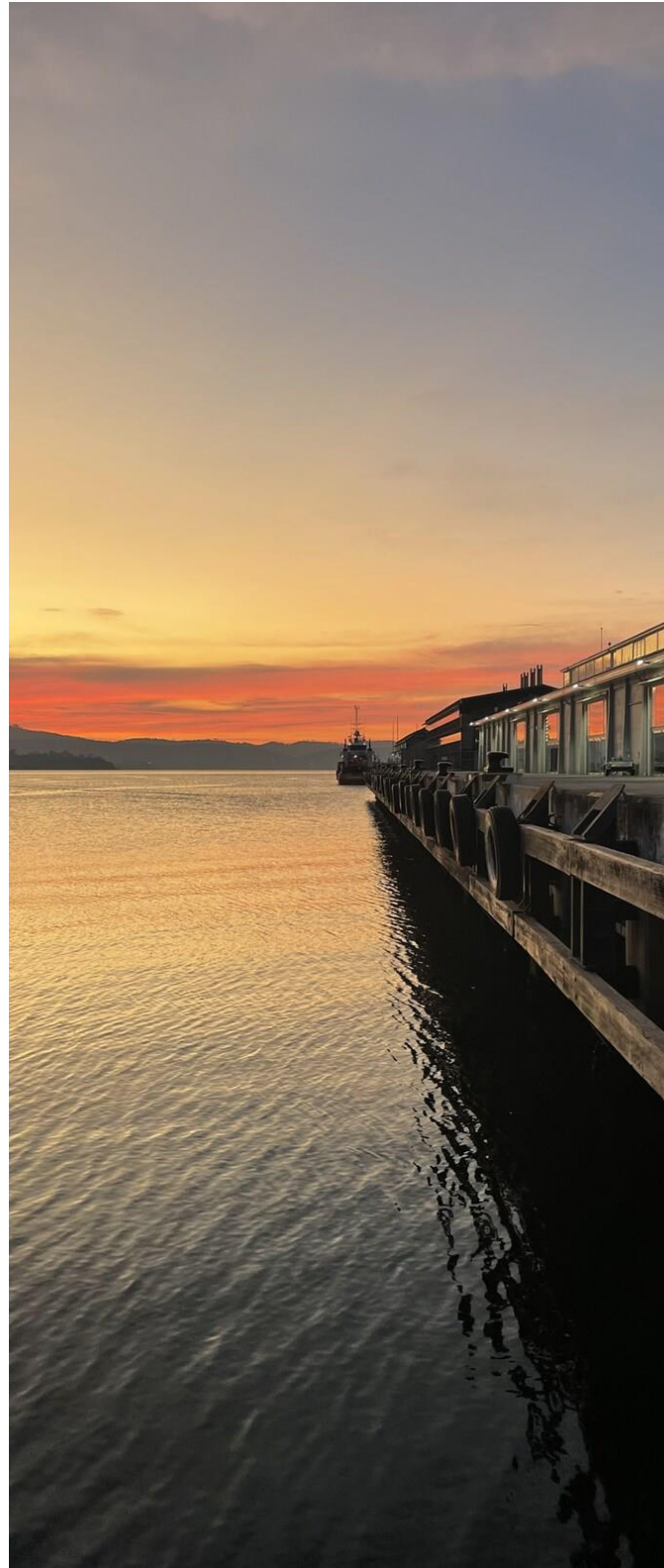
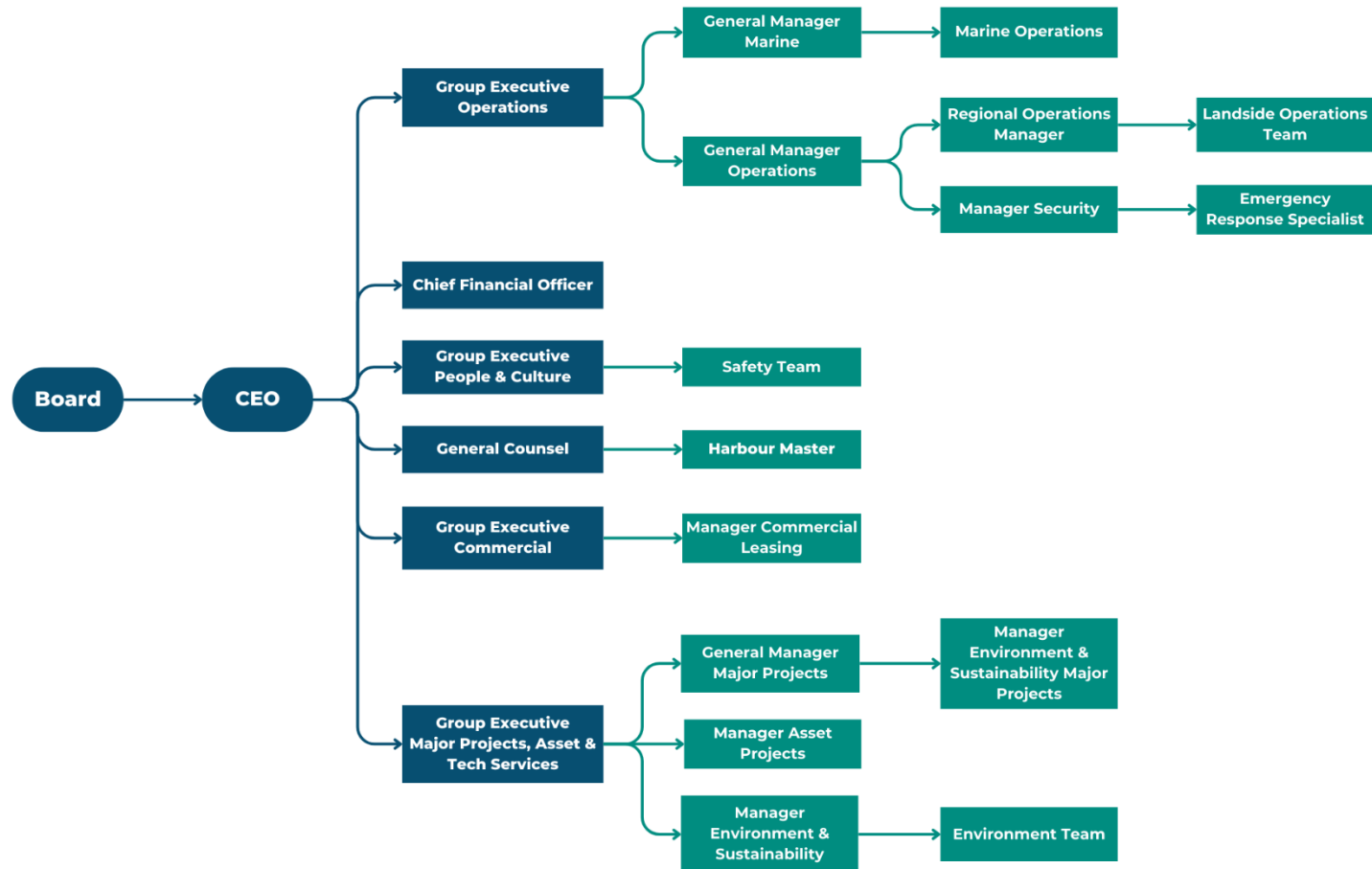


Table 8 Environmental responsibilities and key personnel

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 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 11 – 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 outlined in **Table 9 – Environmental financial resource allocation FY23 and FY24**.

Table 9 - Environmental financial resource allocation FY23 and FY24

Category	Project	Environmental initiatives allocated funding and resourcing
Environmental monitoring	Macquarie Wharf redevelopment	Port of Hobart Marine Environmental Assessment including water quality, sediment quality, benthic habitats and communities, protected species, sensitive receptors, introduced marine pests and stakeholder identification Port of Hobart Environmental Noise Assessment Port of Hobart Baseline Light Assessment
Energy and climate	Carbon reduction	Hobart energy audit
Environmental maintenance	Domain Slipyard	Abrasive blast residue waste classification
Equipment	Whole of port	Replacement and upgrade of oil spill equipment Replacement waste oil storage (Domain Slipyard)
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	Macquarie Wharf redevelopment	Derwent Estuary Program, CSIRO and Institute of Marine and Antarctic Science (IMAS) collaboration on handfish protection, Derwent Estuary biodiversity enhancement and invasive marine species
	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 to ensure compliance with legal and other requirements and the achievement of the TasPorts' environmental 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 environment impacts and comply with permit conditions and other requirements;
- undertaking risk assessments for all new activities; and
- conducting scheduled verification inspections to assess:
 - management of significant environmental aspects,
 - compliance with permits and EMPs,
 - implementation status of the improvement initiatives contained in the Section 8 Environmental Improvement Plan, and
 - achievement of the objectives and targets documented in the Section 8 Environmental Improvement Plan.



7.2 ENVIRONMENTAL PERFORMANCE INDICATORS













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

Performance indicators for FY22 and FY23 are compared in [Table 10 – FY22 and FY23 Port of Hobart environmental performance indicators](#).











Table 10 - FY22 and FY23 Port of Hobart environmental performance indicators

Target/s	Performance indicator	FY22	FY23	FY23 progress against targets
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-compliances Eliminate and reduce water discharges	Annual number of environmental incidents total (and per vessel movement)	25 (0.1)	13 (0.03)	1 waste management non-conformance No discharges to water occurred
Zero discharges of hydrocarbons to the marine environment	Annual number of hydrocarbon spill incidents entering the water	4	2	2 hydrocarbon spills occurred on port land Zero discharges to the marine environment
Reduction in community and port user complaints (noise and dust)	Annual total number and type of environmental complaints	4 2 = noise 2 = birds	8 4 = noise 4 = air	There was an increase in air emissions and noise complaints compared to FY22 associated with the recommencement of the cruise sector
Net zero carbon emissions by 2040	Annual total tonnes CO2e scope 1 and 2 greenhouse gas emissions per year (and tonnes per number of vessel movements)	429 tonnes (1.63)	397 1.054	A reduction in total tonnes CO2e emission per year was reported
Track and monitor waste and recycling targets	Annual amount of recycled waste as a % of waste to landfill (tonnes)	9% (calendar year)	Pending	Monitoring of waste and recyclables has commenced

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 Hobart EMP and EcoPorts Certification	FY24 Q2 – on track 
Air emissions – Dust and air emissions from port does not adversely impact community amenity or disrupt other port activities	
Reduction in community and port user complaints	FY24 Q2 – on track 
Review customer compliance with TasPorts Bulk Handling Standard	FY24 Q1 – on track 
Minimise dust emissions generated by vessel maintenance activities at the Domain Slipyard	FY24 Q3 – 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 – on track 
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 acknowledging this.	
Publicly communicate Port of Hobart environmental and sustainability performance	FY25 Q2 – on track 
Share information internally and externally on Port of Hobart history	Ongoing – on track 
Undertake light pollution and noise impact assessments for proposed port development changes	FY23 Q2 - completed 
Increase understanding and acknowledgement of Tasmanian Aboriginal values and history associated with our port	FY26 Q4 
Energy and climate – Take clear and decisive action in relation to climate change and achieve net zero carbon emissions by 2040	
Identify port specific climate change risks and opportunities	FY24 Q4 – in progress 
Develop carbon reduction plan for Port of Hobart in alignment with TasPorts carbon reduction target	FY25 Q4 
Noise – Minimise impacts to the community from port related noise emissions	
Reduction in number of complaints	FY24 Q2 – in progress 

**PORT OF HOBART
ENVIRONMENT REPORT**

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	FY26 Q2	
Reduction in marine plastics in port waters	FY25 Q4	
Zero discharges of hydrocarbons to the marine environment	FY25 Q3	
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-compliances	FY25 Q1 – in progress	
Track and monitor waste and recycling targets	FY26	
Participate in Clean up Australia Day	FY24 – on going	
Remove rubbish from the seabed of Sullivans Cove docks	FY25 Q3	
Improve knowledge of marine sediments near the Domain Slipyard	FY24 Q1 – completed	

9. ENVIRONMENTAL REPORT

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

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

10. ENVIRONMENTAL AND SUSTAINABILITY INITIATIVES

Figure 12 - 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.

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

10.1 CASE STUDY ONE



Selfs Point Fire Fighting System Fluorine Free Upgrade

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

Port of Hobart | Tasmania

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

As a critical link in southern Tasmania's fuel supply chain, TasPorts invested over A\$8 million replacing the fire system at the Port of Hobart Selfs Point bulk hydrocarbon unloading and bunkering berth.

Environmental issue
Relationship with community
Habitat/ecosystem loss
Water quality
Climate change

Relevance to ESPO 5 E's Framework
Exemplify Enable
Encourage Enforce



By installing a contemporary fluorine-free fit-for-purpose system, the project secures and supports the future of southern Tasmania's fuel supply by ensuring the facility can respond in the event of a fire while also ensuring that the fire-fighting chemicals used do not persist in or harm the environment.

The original system depended on, and was contaminated with, Aqueous Film Forming Foam (AFFF). It also contained fluorinated surfactants, including perfluoroalkyl and polyfluoroalkyl substances (PFAS). PFAS are toxic chemicals known to negatively impact human health, the environment and native wildlife.



The upgraded fire system uses a fluorine-free foam that has very low environmental impact and is readily biodegradable.

Upgrade works included installation of three new fire towers, a 3 ML water tank, and a 32,000L Fluorine Free Foam tank, as well as construction of a new pump house and control room building.



Commissioned in 2022, 85% of project costs remained within Tasmania consistent with TasPorts' commitment to local procurement.

Resilient infrastructure and trade growth

Climate and energy

Community outreach

Water pollution prevention

Materials and waste

Related website link: [Environment Protection Authority Tasmania | PFAS Action Plan](#)

10.2 CASE STUDY TWO



TasPorts Environmental Standard Event Sustainability

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

Port of Hobart | Tasmania

Our ports are located alongside some of the most beautiful places in Tasmania and every year TasPorts facilitates festivals and concerts, gala dinners, and trade shows, as well as fun runs, markets, and parades.

Environmental issue

Relationship with community

Noise

Relevance to ESPO

5 E's Framework

Exemplify Enable
Encourage Enforce

As TasPorts' venues are in waterfront locations, waste must be effectively managed to reduce the likelihood of pollution of the surrounding marine environment.

TasPorts' Environmental Standard - Event Sustainability was introduced in 2020 to provide event organisers and suppliers with TasPorts' expectations for low environmental impact events and offer suggestions on how to achieve this.



Event organisers are encouraged to consider minimising environmental impacts in their use of energy, water, waste, transport, marketing and technology.

TasPorts also aims to align with and support the Single-Use Plastic Reduction plans and associated by-laws introduced by some Tasmanian municipal councils.

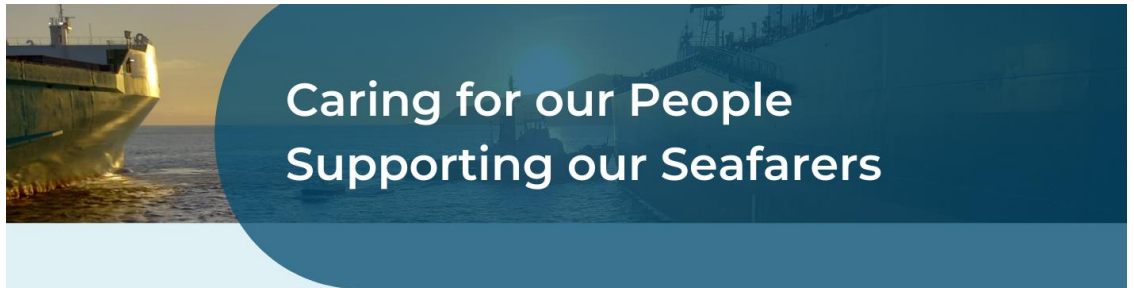
Events such as the Dark Mofo Winter Feast have 10,000 to 18,000 people attending each day. The event has a strong sustainability focus, including no straws, no plastic water bottles — visitors are encouraged to refill their own bottles at the events' free water fountains — and reusable wine glasses and plates loaned with a refundable deposit, with dirty items washed and re-distributed. A cooking oil recycling program for stallholders has also been introduced and crews engaged to educate patrons at the bin stations and sort through food waste at waste compounds to minimise contamination.

Events are increasingly moving to more sustainable forms of event management nationally and globally as general public expectations increase, and people consider their impacts on carbon emissions and the environment.



Related website link: [City of Hobart | Single-use plastics by-law information](#)

10.3 CASE STUDY THREE



Caring for our People Supporting our Seafarers

Contact Natasha Wardale
Position Community Engagement and Partnership 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.



Related website link: [Mission to Seafarers Australia | Hobart Chapter](#)