PORT OF DEVONPORT ENVIRONMENT REPORT

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

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Cover image: Port of Devonport

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INTRODUCTION

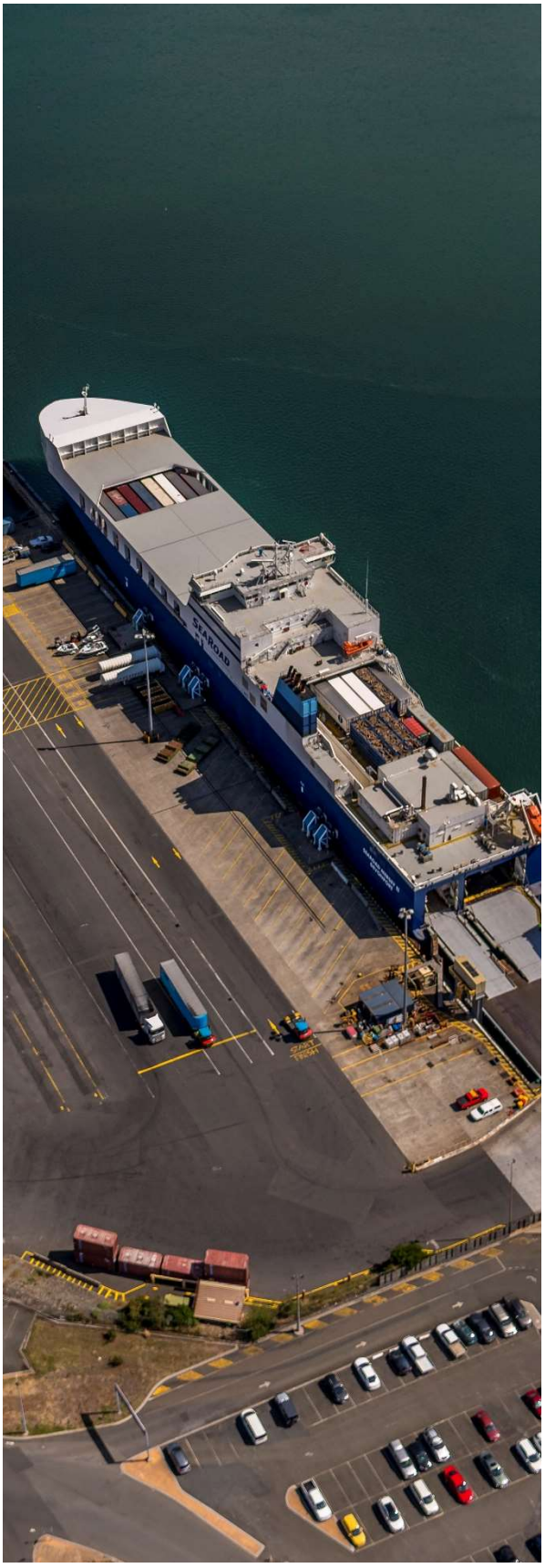
Tasmanian Ports Corporation Pty Ltd (TasPorts) is a state-owned company and is the owner and operator of a number of ports in Tasmania, including the Port of Devonport.

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

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

The Port of Devonport is a key entry point into Tasmania for tourists and locals alike, as home to the iconic *Spirit of Tasmania*, transiting passengers and vehicles between Tasmania and Victoria.

Also a major cargo port, each year between three million to four million tonnes of freight are transited through the Port.



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 Environment 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 and 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 Devonport 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.

POLICY STATEMENT AND OBJECTIVES

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

The HSE policy is available to **view and download** and applies to all TasPorts' employees, contractors, tenants and visitors.

Tasports is committed to consulting with the community and its stakeholders and making information on its environmental programs available to the public through published reports.

Port of Devonport's environmental objectives are aligned to the HSE policy and with those identified in *TasPorts Corporate EMP* ("TasPorts EMP").

The objectives and targeted initiatives for improvement at the Port of Devonport are documented in the Environmental Improvement Plan FY22 – FY24 (page 21) of this document.

PORT PROFILE

PORT LOCATION AND PORT AREA

The Port of Devonport is located within the city of Devonport on Tasmania's north coast.

The Port of Devonport is situated on both sides of the Mersey River and encompasses 30 hectares of port land and 105 hectares of port water, licenced by the Crown.

The Port is divided into two major functional areas: the entrance channel and bend, and the inner harbour comprising the swing basin and seven working berths.

Figure 1 - Aerial view of the Port of Devonport, looking west to east.

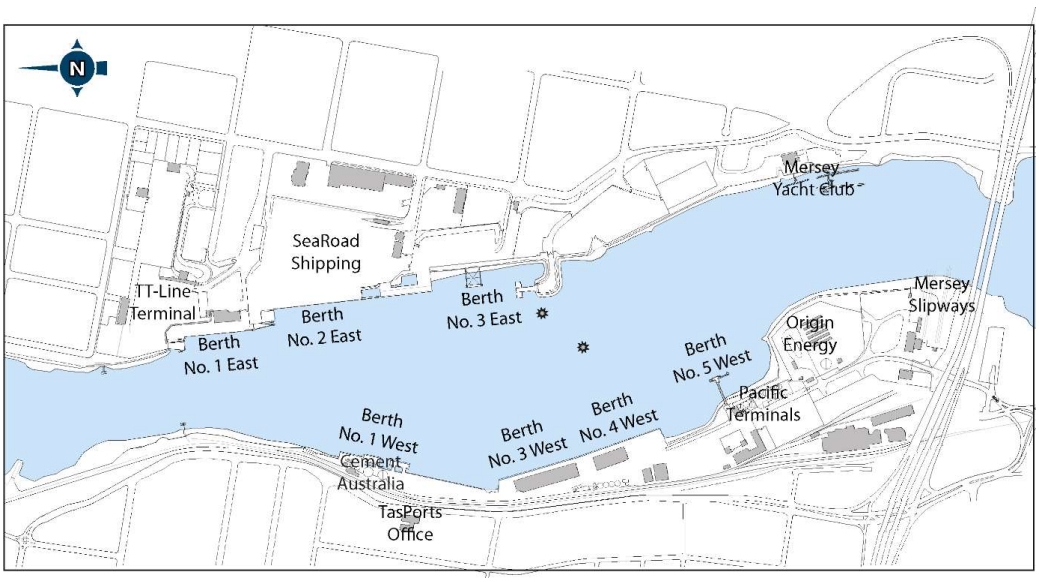


Figure 2 - Port of Devonport layout of berth and infrastructure

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 Devonport, TasPorts has a major port reconfiguration underway on the eastern side of the Port (herein referred to as "QuayLink") which will significantly enhance trade through improved infrastructure and facilitation of larger ships.

This project presents many opportunities to improve environmental standards and performance of the Port.

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 a passenger ferry, freight and bulk imports and exports of materials including fuel, cement, fertiliser and grain.

Bulk goods and fuel (mostly gas) loading facilities are on the western berths, while the passenger ferry and container vessels are on the eastern berths.

The Port also provides berths and loading facilities for a small range of commercial fishing and recreation vessels. A list of berth operations can be found in *Table 1* and a list of activities undertaken within the Port in *Table 2 - Activities undertaken at the Port of Devonport*.

Table 1 - Summary of berth operations at the Port of Devonport

Berth	Operation
No 1 Berth West	Customer berth. Bulk commodities (cement)
No 3 Berth West	Small craft berth. Tug berthing and maintenance, small craft refuelling, fish unloading
No 4 Berth West	General use berth. Oil products, bulk wheat, container, general cargo, livestock. Bulk tallow. Quarter ramp RORO
No 5 Berth West	Vessel berth. Bulk LPG unloading Bass Island Line operation
No 1 Berth East	TT-Line operations for passengers and RORO freight ferry
No 2 Berth East	SeaRoad RORO freight service
No 3 Berth East	General purpose berth (under construction for future TT-Line operations)

Table 2 - Activities undertaken at the Port of Devonport

Activities under TasPorts operational control	Activities at the port (commercial arrangements)
Berthing arrangements	Agricultural exports and processing
Landside operations	Bulk commodities export and imports
Maintenance of infrastructure and berths	Chemical and fertiliser imports
Maintenance workshop and storage yard	Commercial fishing
Marine Regulatory Services	Vessel maintenance and repairs
Marine services	Hydrocarbon unloading and loading
Port services	General container freight
	Livestock movements
	Passenger ferry
	Vessel refuelling

Activities under operational control of Bass Island Line*	Activities at the port (commercial arrangements)
Bass Island Line operations	Stevedoring activities

* Bass Island Line is a wholly owned subsidiary of TasPorts.

COMMUNITY AND STAKEHOLDERS

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

Devonport City Council's Living City Waterfront precinct project plans to connect the city with the river through a series of developments including parkland, hotel and pathways. Most public parklands are located closest to the mouth of the river extending along the foreshore and esplanade.

There is also a riverside pathway running south from the Mersey Yacht Club.

There are several residential properties near the port (<50 m). The Port is visible and audible to many residents on both sides of the river. The Devonport Regatta is an annual event held on paranaple/Mersey River which is a popular launching area for recreational boaters and fishers.

A Devonport Port Users Working Group has been established to facilitate internal communications for landside port users. This work group meets quarterly 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 and ensure stakeholder needs are considered in all dredging projects.

Key port stakeholders and methods of engagement are summarised in *Table 3 - Port stakeholders*. The specific needs and expectations of TasPorts key stakeholders are detailed in TasPorts' EMS Framework.

Table 3 - Port stakeholders

Stakeholder groups	Key stakeholders	Engagement methodology
Commercial Port users	Cement Australia, Tasmanian Stockfeeds, GrainCorp, Jensens, Origin, TT Line, SeaRoad, Qube, Incitech Pivot, Bass Island Line, and other customers	Port Users Working Group meetings Via shipping agents Public website
Recreational water users	Mersey Yacht Club, Level Scuba Club	TACC meetings Public website
Commercial fishing	Tasmanian Scallop Fishermans Association, TARFish	TACC meetings Public website
Recreational fishing	Inland Fisheries, Anglers Alliance Tasmania	TACC meetings Public website
Council and community groups and organisations	Devonport City Council, Tasmanian Heritage Council, Tasmanian Aboriginal Heritage Tasmania and aboriginal community representatives	Public website
Nearby businesses	Tasmanian Stockfeeds, TasRail, Formby Road precinct, East Devonport commercial and light industry	TACC meetings Public website
Wildlife and environmental organisations	NRE Tasmania, Parks and Wildlife, EPA Tasmania, Mersey River Catchment Water Management Planning Consultative Group, Cradle Coast NRM	TACC meetings Public website Meetings, site visits and audits Annual reporting

[1] 2021 Census

PORT HISTORY

The Port of Devonport is located on the traditional lands of the Pannilerpanner clan.

The Mersey River mouth was a significant resource for Tasmanian aboriginal communities and continues to be of significance for Tasmanian aboriginal people. There are no registered aboriginal heritage listings for the Port of Devonport[2].

The river was named after the Mersey in Liverpool, England by early explorers to the region in 1826. Early explorers tended to bypass the river, as it was blocked by a sandbar and the banks were heavily timbered.

The Port of Devonport was established in 1855 with the construction of shipyards, stores, a wharf, and warning beacons to support the burgeoning local timber industry.

As the importance of the port continued to grow, in 1868, the Marine Board of Mersey (later the Marine Board of Devonport) was established.

Industry continued to develop and grow, and in 1926, the Goliath-Portland Cement Company was established at Railton. The first bulk fuel delivery was October 1940. Initial fuel pipelines were at Berth 3 and were later extended to Berth 4 in 1963. The roll-on-roll-off (RORO) terminal at East Devonport was established in 1959.

The township of Devonport formally comprised of two small towns: Torquay in the east, and Formby to the west. The town became one in 1890 and was renamed Devonport. In the same year, the sandbar at the head of Mersey River was deepened to allow larger vessels into the port.

By the late 1990s, the Marine Boards and been replaced by port authorities. On 1 January 2006, the Port of Devonport amalgamated with the other regional port authorities to form TasPorts.

A number of heritage-listed buildings are located within 1 km of the Port, including residential properties along Formby Road, Wenvoe Street, Wright Street, East Devonport, and the old Marine Board Building (Formby Road)[3].

[2] Tasmanian Aboriginal Heritage Register checked 17 Nov 2022 Aboriginal Heritage Register | Aboriginal Heritage Tasmania

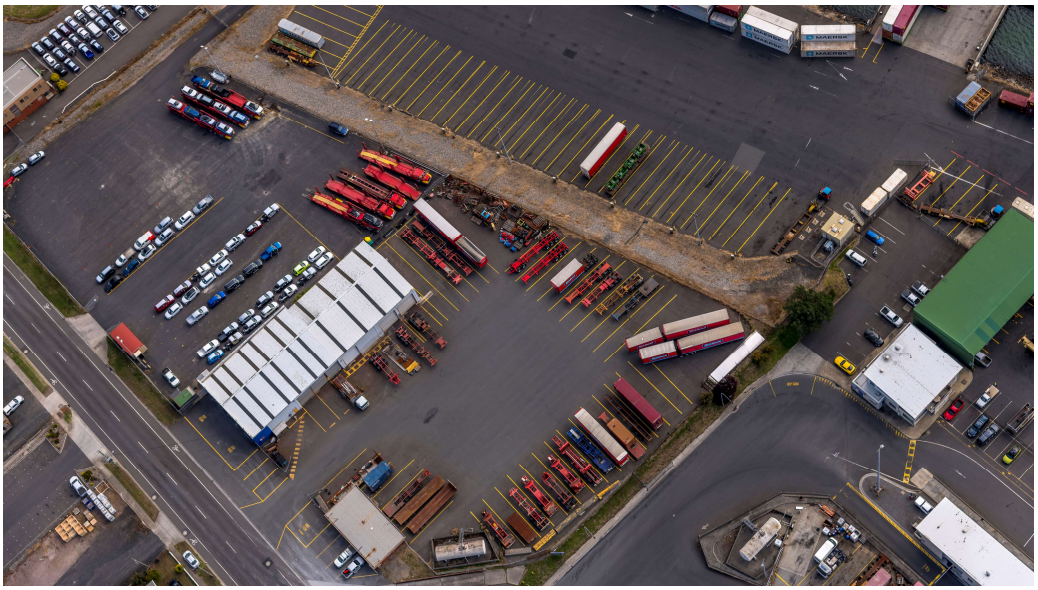
[3] Tasmanian Heritage Register checked 17 Nov 2022 Search the Tasmanian Heritage Register | Heritage Tasmania

PORT STATISTICS

Freight resources and waste statistics for the Port of Devonport landside operations from FY22 are presented in *Table 4 –Port of Devonport Freight, Resource and Waste Statistics*.

Table 4 –Port of Devonport Freight, Resource and Waste Statistics

Attribute	Devonport total	% of TasPorts total
Import freight (tonnes)	1,645,915[4]	29%
Export freight (tonnes)	2,223,273	24%
No. vessel visits	867[1]	34%
Water use (kL)	40,111[5]	20%
Diesel use (L)	20,298[6]	1%
Electricity use (kWh)	375,085[6]	5%
Scope 1 and 2 Greenhouse Gas Emissions (t CO2e-)	123[6]	2%
Wates to landfill (tonnes)	22[7]	6%
Waste recovery (tonnes)[8]	2	6%



[4] TasPorts Annual Report 2021/22
[5] Data sourced from NPI reporting 2021-2022 data sources FOL 22/1438
[6] Data sourced from GHG Summary 2021-2022 DOC 22/31670
[7] Veolia EcoLogic reporting for calendar year 2021
[8] The process of extracting materials or energy from a solid or liquid waste stream for re-use, recycling or energy use

ENVIRONMENTAL CONDITIONS AND VALUES

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

WATER QUALITY

Mersey River at the Port of Devonport is a moderately degraded estuarine environment[9].

The water of the port is exchanged daily through strong tidal flushing. Background turbidity, particularly on outgoing tides, result from suspended sediment derived from the catchment or resuspended from mudflats in the upper reaches of the estuary.

Periodic floods turn the water of the Port completely fresh and deposit large volumes of sediment in the port.

The catchment land used upstream of Devonport is predominantly agricultural and forestry. There are no significant sources of industrial effluent or municipal wastewater discharged into the River. Devonport and Latrobe treated sewage is discharged into the ocean at Pardoe. The western port-side is not sewered and relies on some septic tank waste services.

TasPorts routinely visually inspects the port waters, undertakes baseline water quality assessments and undertakes water monitoring during significant water-based projects such as dredging works. Catchment water quality data is available from the Natural Resources and Environment Tasmania gauging station.

FISHING AND RECREATION

Mersey River is a popular launch for recreational boaters and fishers.

The Mersey Yacht Club is immediately adjacent to the Port on the eastern shore.

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

An ephemeral bed of commercial scallops (*Pecten fumatus*) is located approximately 10 kilometres northeast of the mouth of paranaple / Mersey River, ~6 kilometres east of the previous dredge disposal area and ~10 kilometres southeast of a new proposed dredge disposal area.

[9] National Library of Australia Cataloguing in-Publication Entry, Edgar, Graham 1955- A Classification of Tasmanian Estuary and Assessment of their Conservation Significance using Ecological and Physical Attributes, Population and Land Use Bibliography ISBN 0 7246 4754 6. 1. Estuaries Tasmania. 2. Conservation -Ecology. I. Barrett, Neville, 1962-. II. Tasmanian Aquaculture and Fisheries Institute. 597.5609946 Published by the Marine Research Laboratories – Tasmanian Aquaculture and Fisheries Institute, University of Tasmania 1999.

MARINE HABITAT

TasPorts undertakes regular baseline assessments of marine habitat around the port.

Giant kelp is regarded as the nearest sensitive marine flora receptor and was present at the mouth of Mersey River in April and September 2015, but was absent in 2016 baseline assessments. It was present in 2021.

When present the kelp was in 0 – 2 metres of water which means the community does not qualify as a threatened ecological community under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

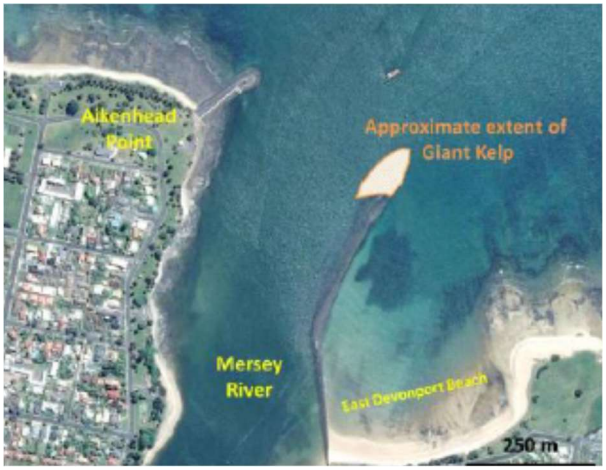


Figure 3 - Approximate location of giant kelp at the mouth of /Mersey River in 2015

The nearest seagrass population, *Amphibolis antarctica*, are reported to occur to the east and west of the Port of Devonport.

Seagrass and epiphytes were surveyed in 2015 and 2016 at four marine locations some distance away from the mouth of paranaple / Mersey River (*Figure 4 - Approximate location of seagrass beds in 2015 (CEE 2015)*).

Seagrass and epiphytes represent good quality marine habitat and are a priority to be protected.

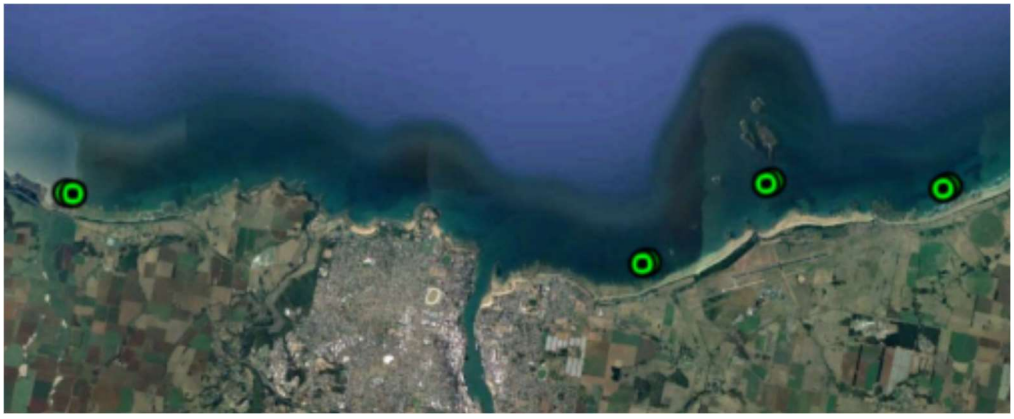


Figure 4 - Approximate location of seagrass beds in 2015 (CEE 2015)

MARINE SEDIMENT

TasPorts undertakes baseline assessments of marine sediments every 3-5 years. The marine sediments in Mersey River generally contain low levels of metal contaminants believed to be naturally derived from upstream.

Regular flushing of the river during high flows and floods however has meant that the legacy marine sediment contamination in the estuary does not extend beyond areas adjacent to the slipyard. Some isolated occurrences of tributyltin (TBT) have been detected but is most commonly not present in any detectable concentration.

The Mersey Slipway has been in operation for many decades and historically has been a potential source of marine sediment contamination from antifouling paints and other waste disposal.

Cysts of the dinoflagellate, *Alexandrium tamarense*, are present in sediment of the inner harbour, however analysis in 2007 and 2018 have recovered only functionally non-toxic strains of the species. Some river sediments in the port area have a low probability of generating acid sulfate soils.

MARINE WILDLIFE

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

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

Notable wildlife for protecting include the Australian grayling, *Prototoctes maraena*, listed as vulnerable by both State and Federal legislation, are likely to move through the Port as migrating juveniles between mid-September until December while the river remains below flood levels.

Southern right whales, *Eubalaena australis*, humpback whales, *Megatera novaeanliae*, and blue whales, *Balaenoptera musculus*, listed in EPBC Act and *Threatened Species Protection Act 1995* 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.

Seals are commonly observed in the port waters and around berths.

Figure 5 - Fur seals are commonly observed in the Port of Devonport

INTRODUCED MARINE SPECIES

Biosecurity Tasmania currently recognise 20 different marine pest species present within the Port of Devonport.

The northern pacific seastar, *Asterias amurensis*, was recently detected in the Port of Devonport based on environmental DNA in a survey conducted by the Marine Biosecurity Unit of the Department of Agriculture and Water Resources.

No pest species have been identified at either the east berth numbers 1, 2 and 3, although the introduced pacific oyster, *Crassostrea gigas*, and cryptogenic hydroids were common.

The greatest number of pest species have been found at No. 1 Berth West.

A single small bivalve likely to be *Theora lubrica* was found in a 2015 port survey near the southern bulk wharf (No. 4 Berth West). This species is potentially invasive if conditions are favourable.

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

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*.

A phase 1 site contamination assessment has been completed for the eastern side of the Port which identifies potential sources of contamination based on historical use and known contamination sources

Soil sampling of high-risk areas of the eastern shore, such as surrounding underground fuel tanks, will be completed as part of the QuayLink Project.

Soil sampling of the southern section of the broader Devonport East Port found minor concentrations of some metals believed to be of natural origin and not in quantities high enough to pose a potential unacceptable risk to human health (or the environment).

Soil sampling has been undertaken in some areas of the western shore, including areas around decommissioned fuel pipelines, building demolition sites and the Mersey Slipyard. The slipyard is registered as a contaminated site with the Environmental Protection Authority (EPA).

LANDSIDE WILDLIFE

There is very little natural habitat for terrestrial wildlife within the Port land zone.

Many areas of the Port however are flat and protected, and so provide suitable habitat for nesting and roosting seagulls and pacific gulls.

Rock doves, *Columbia livia*, are the primary pest species present on the Port, where sheds may allow access for nesting, roofing and loafing.

Cormorants, *Phalacrocoracidae*, are present mainly on breakwater and navigational aids.

Little penguins, *Eudyptula minor*, have not been observed within the Port area of Devonport.

Gorse *Ulex europeus,* a declared weed has been observed at the Mersey slipyard. Non-declared weed species observed are mostly widespread ruderal species typical of urban habitats, including *Malva*, short-lived members of the Brassicaceae, annual or short-lived perennial grasses, and blackberry nightshade, *Solanum nigrum*.

NOISE

Due to the proximity of the port to the Devonport city, noise management is a priority.

Noise levels in the CBD are influenced by traffic on Formby Road, in addition to the port.

The noise of traffic approaching or leaving the port contributes to the noise levels in the area adjacent to the port.

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

A baseline noise assessment of the port was last undertaken in November 2018 and a port noise model was completed in 2022 to assist with appropriate noise management strategies for the QuayLink project.

LIGHT

TasPorts applies a Light Pollution Management Standard to its port operations. Aligned with this standard, a baseline light assessment of the Port of Devonport was completed in August 2022. Recommendations from this report will be taken into consideration for existing light sources and for future site development.

ENVIRONMENTAL ASPECTS, IMPACTS AND RISKS

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 Devonport that have potential for extreme or major environmental impact (maximum foreseeable impact of major or extreme).

An overview of the Port of Devonport significant environmental aspects is provided in **Error! Reference source not found.**.

Table 5 - Overview of Port of Devonport significant environmental aspects

Significant environmental aspects	Description
Air emissions	Dust emissions from construction projects or significant changes in operations or operations without sufficient air quality controls. Smoke and air pollutions from fire.
Habitat disturbance	Disturbance of marine ecology and habitats during maintenance or capital dredging, or marine infrastructure development (new project / change).
Spills – hydrocarbons, hazardous materials	Spills from vessel accidents, fires, bunkering and bulk hydrocarbon transfer accidents or failures. Spills of fire fighting foam containing polyfluoroalkyl substances (PFAS)
Marine discharges – ballast	Water discharge by vessels to maintain stability and trim.
Noise emissions	Excessive night time noise, nosy construction works, underwater noise from dredging, noise from changes in operations or operations without adequate noise control.
Invasive species	Cargo handling and vessel movement activities that may influence the introduction of terrestrial or marine pests.
Release contaminants	Release contaminants from slipyard contaminated soils (from legacy slipyard activity), legacy or disused underground fuel tanks, or from marine sediments 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.
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.

ENVIRONMENTAL RESOURCING AND RESPONSIBILITY

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.

Environment and Sustainability Manager and the Environment Team, provide specialist support, communications and advice to the Port of Devonport. Environmental responsibilities and accountabilities of TasPorts staff are documented in position descriptions and shown below in *Table 6 - Key Personnel Environmental Roles and Responsibilities*.

Table 6 - Key Personnel Environmental Roles and Responsibilities

Role	Responsibility
Board of Directors	TasPorts HSE Policy endorsement & Risk accountability.
CEO & Executive Team	Leadership and accountability for environmental compliance and to implement TasPorts' EMS .
Harbour Master	Implementing Harbour Master Directions and Port Procedures. Primary accountability for TasPorts Oil Spill Response.
Environment & Sustainability Manager	Continual improvement of and performance reporting of the EMS and regulatory compliance. Facilitating identification and management of significant environmental aspects, risks and their controls, resourcing and budgets. Liaison with Environmental regulatory authorities. Planning and specialist advice for environmental incidents and oil spill response.
Environment Team	Developing and implementing the EMS. Maintain environmental compliance obligations and records. Providing support and specialist advice for environmental incidents including oil spill response and environmental monitoring.
General Manager Operations	Undertake Operations in accordance with TasPorts EMS. Responsible for ensuring operational environmental incidents are managed, investigated and closed out.
Operations Management	Ensure landside operations within their area are undertaken with minimal environmental impact and in compliance with the EMS. Budgeting and resource allocation in consultation with the Environment Team. Responsible for maintaining TasPorts Oil Spill Response Equipment.
General Manager Marine & Marine Team	Ensure safe and efficient operation of pilot and tug fleets in port with minimal environmental impact and in compliance with the EMS.
Property Management Team	Ensure tenants and licences are operating in compliance with agreements, environmental legislation and to ensure environmental impacts are being managed through the requirement for tenant EMPs.
Major Projects Environmental & Sustainability Manager	Responsibility for coordinating environmental approvals, environmental compliance, and sustainability in design, procurement and implementation of QuayLink project.

Role	Responsibility
Project Manager	Environmental planning and approvals are undertaken and that projects are implemented with minimal environmental impact. Compliance with TasPorts Project Management Methodology (PMM) and Contractor Management systems including the requirement for project EMPs.
Risk Manager and Emergency Response Specialist	Coordination of emergency response, incident management and crises management systems including coordination of oil spill response training.
All TasPorts staff	To adhere to TasPorts HSE policy and the EMS requirements and exercise general environmental duty of care

ENVIRONMENTAL RESOURCE ALLOCATION

Table 7 - Environmental financial resource allocation FY23 and FY24 outlines the environmental resourcing allocations for the Port of Devonport for FY23 and FY24.

Table 7 - Environmental financial resource allocation FY23 and FY24

Category	Project	Description
Environmental monitoring	Maintenance dredging	Turbidity modelling and monitoring, sediment sensitive receptors, marine pests
	QuayLink	Turbidity modelling and monitoring, marine sediment and land soil testing, noise and dust monitoring Stormwater monitoring
	Mersey Slipyard	Soil and marine sediment assessment
Environmental maintenance	Whole of Port	Decommissioning and assessment of underground fuel tank
Equipment	Whole of Port	Replacement and upgrade of oil spill equipment
Emergency response	Whole of Port	Development of First Strike plans Biosecurity marine pest poster
Environmental training	Landside operations	Oil spill response and equipment operator training Contaminated material during ground penetration and excavation training
	Marine operations	Marine mammal observation training
Stakeholder engagement	Maintenance dredging	TACC meeting
	QuayLink	Schools program TACC meetings

PERFORMANCE EVALUATION

MONITORING, MEASURING AND EVALUATION

TasPorts Environmental Team defines organisational wide monitoring requirements including port environmental baseline assessments.

The environmental monitoring requirements for the Port of Devonport includes:

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

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

COMPLIANCE EVALUATION

TasPorts conducts an assessment of compliance against the legal and other requirements at scheduled intervals.

Compliance is monitored and assured by:

- reviewing and approving contractor EMPs to ensure permit conditions and other requirements are met
- auditing activities in the Port against permits issued by EPA and approved contractor EMPs
- risk assessments for all new activities.

ENVIRONMENTAL PERFORMANCE INDICATORS

Environmental performance indicators for the Port of Devonport and performance for FY22 are shown in *Table 8 - FY22 Port of Devonport Environmental Performance*.

Table 8 - FY22 Port of Devonport Environmental Performance Indicators

Performance indicator	Performance FY22
Completion progress of Port Environmental Improvement Plan	Refer ***Environmental Improvement Plan FY22 – FY24*** status
Annual number of environmental incidents	9 (0.01 per vessel movement)
Annual number of environmental complaints	3 noise complaints
Annual scope 1 and 2 greenhouse gas emissions (tonnes CO2e-/per number of vessel movements per year	0.14 tonnes per vessel movement
Annual amount of recycled waste as a % of waste to landfill (tonnes)	1%
Percentage of beneficial use of dredging material	N/A for FY22

ENVIRONMENTAL IMPROVEMENT PLAN FY22 – FY24

Objective / Target	Completion date / status
Environmental Management System – To develop ISO14001 aligned Environmental Management Systems and obtain EcoPorts Certification	
Develop, implement and audit a QuayLink environmental sustainability management plan (ESMP)	FY22 Q4 - completed FY23 & FY24 – on track
Review EMPs for major port tenants	FY23 Q4 – on track
Port of Devonport EMP and EcoPorts Certification	FY23 Q3 – on track
Air emissions – Dust and air emissions from port does not adversely impact community amenity or disrupt other port activities	
Develop agreed dust controls for port users	FY23 Q4 – on track
Review customer compliance with TasPorts Bulk Handling Standard	FY23 Q4 – 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 • Port staff education • Baseline survey • Update Harbour master instructions	FY23 Q3 – on track FY23 Q3/Q4 – on track FY23 Q2 – in progress
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 Devonport environmental and sustainability performance	FY23 Q4 – on track
Share information internally and externally on Port of Devonport history	Ongoing – on track
Undertake light pollution and noise impact assessments for proposed port development changes	FY23 Q2 - completed
Energy and climate – Take clear and decisive action in relation to climate change	
Identify port specific climate change risks and opportunities	FY23 Q4 – in progress
Develop carbon reduction plan for Port of Devonport in alignment with TasPorts Corporate carbon reduction target	FY24 & FY25 – in planning
Noise – Minimise impacts to the community from port related noise emissions	
Develop agreed noise controls with port users	FY23 Q3 – in progress

Objective / Target	Completion date / status
Undertake noise impact assessments for QuayLink and implement noise monitoring	FY23 Q3 – in progress
Water pollution – Eliminate and reduce water discharges to protect marine water quality and marine habitat	
Implement improved stormwater management controls for a) refuelling area and b) QuayLink sites	a) FY22 – complete b) FY23 Q4 – completed
Improve marine discharge controls at the Mersey Slipyard	FY24 Q1 – in progress
Assess alternative sewage management systems	FY24 – in planning
Land and wildlife – Minimise impacts and seek opportunities to enhance marine habitat, flora and fauna	
Assess alternative maintenance dredge management options	FY23 – commenced
Develop and implement bird management plan	Q2 annually – in progress
Internally share knowledge of port marine wildlife and environmental values	FY24 – on track
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	
Develop a port waste management plan	FY23 Q4 – in progress
Track and monitor QuayLink waste and recycling targets	FY22 –Monitoring commenced
Participate in Clean up Australia Day and Take 3 for the Sea	FY23 & FY24 – on track
Assess and decommission underground fuel tanks	FY24 - planning
Develop & implement PFAS and fluorine free foam policy	FY24 – not commenced

ENVIRONMENT AND SUSTAINABILITY INITIATIVES

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

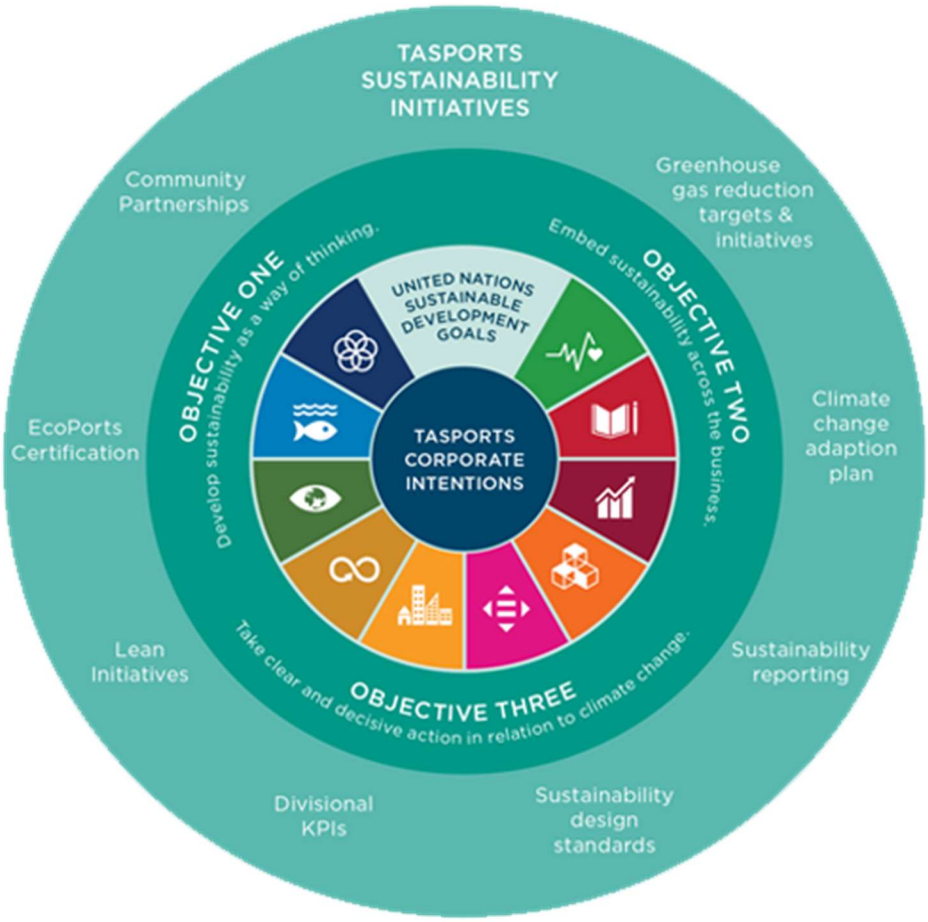


Figure 6 - TasPorts Sustainability Strategy

At TasPorts, Sustainability means:

Conducting business in a manner that enhances future economic, social and environmental value and does not compromise it.

CASE STUDY ONE

Below provides details on two examples of environmental projects undertaken by TasPorts to improve environmental conditions and sustainable development at the Port of Devonport.

Project QuayLink Community engagement and outreach program

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

Environmental issue

Relationship with local community

Relevance to ESPO 5 E's Framework

Exemplify
Engage

Port of Devonport | Tasmania

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

TasPorts is committed to facilitating proactive and authentic engagement with our stakeholders and the community.

Several examples of different community engagement include:

As part of the new school initiative, TasPorts representatives with different career backgrounds visited East Devonport Primary School to talk through some of the career possibilities that will be available in the future.

Driven by the Project QuayLink team, these school visits form an important part of the community engagement and outreach program of the project.

The team have worked with teachers to provide learning experiences about Tasmanian ports via the science, literacy and art curriculum.

Following presentations, students were then challenged to imagine the 'boats of the future', with 260 artworks created and on display at the school.

TasPorts is holding a series of community drop-in sessions regarding Project QuayLink, with the first held on 17 November 2022.

At these events, plans are on display and East Devonport residents and businesses are invited to attend and learn more about the biggest infrastructure project in the Port of Devonport's history.

TasPorts created a Technical Advisory Consultative Committee (TACC), to provide input on, and act as, an interface between TasPorts and the community regarding all future capitial and large maintenance dredging programs undertaken at our ports.

As part of this, TACC members were provided with a site tour of Terminal 3 to give them a first-hand experience of the site and the breadth of the QuayLink project.

Links:
Next generation of TasPorts employees
Project QuayLink7 information sessions planned – SeaFM Tasmania Devonport

CASE STUDY TWO

Project QuayLink Sustainability in Design

Contact Susan McLeod

Position Manager Environment and Sustainability

Email reception@tasports.com.au

Environmental issue

- ***Port development (land and water related)***
- ***Air quality***
- ***Climate change (energy efficiency, GHG emissions reduction and adaptation)***

Relevance to ESPO 5 E's Framework

Exemplify *Enable*
Encourage *Enforce*

Environmental and sustainability considerations shall be embedded into TasPorts procurement procedures for any contract / work package related to Project QuayLink. Contractors for both goods and services will be required to demonstrate:

- Environment and sustainability performance track-record, and
- Environment and sustainability intentions for the QuayLink contract.

TasPorts will also examine opportunities to support off-site restoration of marine and estuarine environments.

Port of Devonport | Tasmania

Key features of Project QuayLink include upgrade and redevelopment of terminal areas.

This includes designing infrastructure systems to protect, mitigate and manage impacts on natural systems while considering current and future environmental conditions.

TasPorts is committed to integrating sustainability and regeneration into QuayLink design decisions, targeting QuayLinks' sustainability key focus areas:

Sustainability monitoring commitments will be established at contract award for all major projects.

Key management targets from procurement through to design and operation include, but not limited to:

- Sustainability performance evaluation criteria determined for each works package.
- Established procurement / purchasing local content criteria for each works package.
- Achieving a minimum 5 Green Star building standard.
- Climate change impacts and resilience are factored into design criteria.
- Identify and implement opportunities for energy saving and greenhouse gas reductions during design, construction and operation.
- Characterise and reduce scope 1, 2 and 3 emissions footprint relating to Project QuayLink.
- All materials for excavation will be assessed for onsite or offsite reuse.
- 100% effective close out and resolution of any complaints from stakeholders or the community during construction.
- Improve water treatment to restore water quality, reduce sediment and nutrient load an prevent pollution to Mersey River.
- Quality of stormwater runoff from TasPorts land will improve on the eastern flank of the Port post Project QuayLink, compared to the current baseline.

Links:
5 Green Star building standard
Project QuayLink website