

Technical Advisory Consultative Committee

Meeting #3 Monday 11 April 2022

Chair's Summary

The TasPorts Technical Advisory Consultative Committee (TACC) deals specifically with providing advice to TasPorts on dredging and dredge spoil disposal. Additional information on the TACC may be found at [Technical Advisory Consultative Committee \(tasports.com.au\)](https://tasports.com.au).

The TACC held its third meeting on the 11 April 2022. Most members met in the Aberdeen Room at the Devonport Paranaple Centre while others participated via Teams. The major purpose of the meeting was to receive a presentation by BMT Ltd on the summary findings and recommendations of a peer review of the proposed monitoring framework for the Devonport East Terminal 3 Dredging Reclaim Project. This peer review was initiated by the TACC at the previous meeting.

In attendance was Ian Cartwright (TACC Chair), Terry Travers (Mersey Yacht Club), Matt Skirving (Devonport City Council), Susan McLeod (TasPorts), Mieke Matimba (ERA Planning & Environment) Fionna Bourne (EPA), Sven Frijlink (DNRE), Stuart Richey (TSIC), Matt Barnes (BMT), Darren Richardson (BMT), Ian Teakle (BMT), Geoff Withycombe (BMT), Sam Wilson- Haffenden (TasPorts), Wendy Doran (TasPorts), Charlie Livesey (TasPorts), Michele McGinity (TasPorts).

Matthew Barnes from BMT introduced the Review team, including Geoff Withycombe, Ian Teakle and Darren Richardson, who provided a presentation that included: (1) the scope of the peer review; (2) a summary of initial review findings; (3) recommendations arising from the review; and (4) general discussion. The main conclusion of the review was that the proposed dredge activity is relatively minor in terms of volume and duration, and that the proposed sediment modelling and monitoring program could be improved with further testing, particularly regarding the potential for persistent, lower-intensity plumes within the estuary environment.

In response to questions from TACC members, the BMT team noted:

- that existing data is sufficient to support the recommended additional modelling
- new data to be obtained from the monitoring programme will improve adaptive modelling by reducing uncertainty
- a traffic light system, which is standard industry practice could be used as an adaptive dredge management process
- threshold values should consider both chronic and acute effects.

In discussing the report and accompanying recommendations, the TACC considered: that the review was useful and inspired confidence in the process; that it had answered most of the concerns raised; and that the Committee will be interested to see how the recommendations are implemented and incorporated in future dredge activity monitoring. The TACC accepted the report and its findings, and agreed that the recommendations should be implemented.

TasPorts accepted the report and its findings in principle and intend to implement the recommendations therein. TasPorts is waiting to receive a copy of BMT's final report which they expect to be delivered before Easter.

On the matter of improving the committee's communications, there was a general consensus that communication had been good and that between meetings, group emails were working well.

TasPorts will provide a schedule of upcoming key dates, following which a date for the fourth TACC meeting will be circulated.

The date of the next TACC meeting will be scheduled once the outcome of peer review is available for discussion.