

## APPENDIX 1 STATUS OF 2005 AES COMMITMENTS

### ENVIRONMENTAL MANAGEMENT FRAMEWORK COMMITMENTS

Pg	Environmental Management Framework Commitments	Targets, with progress during the reporting period indicated	Term	Achieved
<b>CONTINUOUS IMPROVEMENT</b>				
31	HIAPL will report on continuous improvement pursuant to the Airports Act 1996, the Airports (Environment Protection) Regulations 1997 and its Environmental Management System (EMS) (refer also to separate EMS policies and targets).	<b>Provide the reporting regularly as specified or committed to in the EMS:</b> Daily operations reviewed regularly and improvements made where identified. Additional matters identified during routine site inspections by environmental consultant. Further areas for potential improvement identified during annual environmental audit by environmental consultant. Annual Report prepared.	Throughout	Yes/ Continuing
<b>REDUCTION IN EXISTING POLLUTION</b>				
31	HIAPL will properly understand the existing environment at and around the site that may be affected by operations at the airport.	<b>Continue a comprehensive range of study, review and monitoring to establish proper understanding: Improved understanding of environment through:</b> Water sampling program and effects of site activities on downstream waterways. Ongoing assessments of various former fuel storage sites; Inspection of downstream Sinclair Creek estuarine area for signs of off-site effects.	Throughout	Continuing
31	HIAPL will re/identify sources of pollution at Hobart Airport.	<b>Maintain a thorough process of audit of facilities and activities capable of producing pollution</b> <b>Audit frequencies to be appropriate to the nature of the facility or activity</b> Monthly site overview during water sampling by environmental consultant. Annual environmental audit undertaken, identifying further areas for potential improvement. Introduction of formal baseline studies upon cessation or commencement of commercial occupancies. Various site remediation studies.	Early/ Throughout	Yes/ Continuing
31	HIAPL will ensure maintenance or remedial work is done to improve the performance of facilities that are sources of pollution	<b>Plan and do capital and maintenance work to make real and realistic improvements in HIAPL's polluting facilities (if any), with priority to the more serious of such polluters (*), as per relevant Commitment/s in Chapter 6 of this Strategy</b> <b>Cause other airport users to deal similarly with their polluting facilities</b> HIAPL WWTP decommissioning approved and commenced. Transfer of all wastewater to Clarence Council WWTP.	Early/ Throughout	Yes/ Continuing
32	HIAPL will do new work to improve its ability to prevent pollution, as it identifies the possibility of such work	<b>MAINTAIN A CONTINUOUS WATCH FOR OPPORTUNITIES FOR SUCH WORK</b> Continuing support of new CCC wastewater treatment plant, achieved construction to allow HIAPL WWTP to be decommissioned on completion. Budget approval of replacement HIAPL car wash bay.	Throughout	Continuing
<b>ENVIRONMENTAL MANAGEMENT SYSTEM</b>				
32	HIAPL will develop an Environmental Management	<b>Augment HIAPL's existing ISO 9001-2000 Quality Management System to</b>	Early	Completed

Pg	Environmental Management Framework Commitments	Targets, with progress during the reporting period indicated	Term	Achieved
	System (EMS) for Hobart Airport at least to the standard specified by the Airports (Environment Protection) Regulations 1997	<b>produce an EMS capable of being certified to AS/NZS ISO 14001-2000</b> EMS again under review following decision to cease certification of QMS.		
32	HIAPL will implement its EMS	<b>Commence implementation of the EMS within the period of the Strategy</b> (Implemented)	Early	Implemented
<b>NATURAL, INDIGENOUS AND HERITAGE VALUE</b>				
32	HIAPL will properly understand the existing environment at and around the site that may be affected by operations at the airport	<b>Undertake a comprehensive range of study, review and monitoring to establish proper understanding</b> Review of monitoring results and management for all aspects of the site. Participation in regional water monitoring by CCC in better understanding the receiving environment of adjacent waterways. Re-engagement with the State on the VMA. Weed identification and management. Bird and animal monitoring and study pursuant to the Bird and Animal Hazard Management Plan. Draft Master Plan preparation commenced including required review of airport environment.	Throughout	Continuing
32	HIAPL will establish conservation areas and processes for Hobart Airport	<b>Conservation areas to be identified as per relevant Commitment/s in Chapter 6 of this Strategy</b> <b>Boundaries of conservation areas to be shown in the current master plan and environment strategy</b> (Reported as "Achieved" in 2006/07 AER).	Early	Yes
33	HIAPL will continue or implement conservation processes for areas identified for conservation	<b>Specific conservation measures to be applied as per relevant Commitment/s in Chapter 6 of this Strategy</b> State government proposed re-engagement with HIAPL in June 2009 to complete VMA.	Throughout	Yes/ Continuing
33	HIAPL will have a planning and development regime that takes due consideration, at all stages, of the environmental and historic values at Hobart Airport	<b>Development Guidelines to be prepared incorporating environment and historic conditions that will bear on approved developments</b> (completed) <b>Regardless, ensure that all commercial development planning is actively presented at an early stage in each case for statutory scrutiny</b> All commercial developments presented.	Early/ Throughout	Yes/ Continuing
<b>COMMUNITY INVOLVEMENT</b>				
33	HIAPL will seek and encourage effective input of the local community and airport users to this and each successive environment strategy	<b>Advertise, encourage and thoroughly consider public comment on drafts of this and each successive environment strategy</b> <b>Provide feedback on how input was handled</b> (Completed for current Revised Environmental Strategy).	Early/ End	Yes – current ES / N/a (deferred) – next Revised Strategy
33	HIAPL will involve all stakeholders in its ongoing activities at Hobart Airport	<b>Welcome and thoroughly consider public comment on specific site developments and routine activities</b> <b>PROVIDE FEEDBACK ON HOW INPUT WAS HANDLED</b> No activities prompted public comment during the reporting period.	Throughout	Yes/ Continuing
33	HIAPL will work with the Australian Government agencies with direct responsibilities in airports and their environmental matters to improve the involvement of the community and airport users in its	<b>Engage with the Department of Transport and Regional Services and the Airport Environmental Officer for this policy purpose on all available occasions</b> Ongoing dialogue with:	Throughout	Yes/ Continuing

Pg	Environmental Management Framework Commitments	Targets, with progress during the reporting period indicated	Term	Achieved
	environment strategy and activity matters	<ul style="list-style-type: none"> <li>AEO on each development and remediation activity.</li> <li>DOTARS/Infrastructure, DEH/DEWR, CASA, Airservices Australia on DFO approval conditions.</li> <li>DEPHA and Clarence Council on wastewater management</li> </ul>		
<b>DISSEMINATION OF THE STRATEGY</b>				
34	HIAPL will seek and encourage effective input of the local community and airport users to this and each successive environment strategy	<b>Advertise, encourage and thoroughly consider public comment on drafts of this and each successive environment strategy</b> (Reported as "Achieved" in 2006/07 AER).	Early/ End	Yes
34	HIAPL will make this and each successive environment strategy readily and clearly available to all parties likely to have an interest in them	<b>Advertise in the Hobart Mercury the availability for inspection and purchase of the strategy once it has been approved by the Minister for Transport and Regional Services</b> (Reported as "Achieved" in 2006/07 AER). <b>Give copies of the approved strategy to parties that commented on its draft</b> (Reported as "Achieved" in 2006/07 AER). <b>Give copies of the approved strategy to all airport tenants</b> AES now available on the HIAPL website.	Early/ End	Yes/ Continuing
34	HIAPL will provide training and increase awareness about the current strategy, its provisions and the matters that arise from it	<b>Training and awareness package developed on basis of Strategy as per relevant Commitment/s in Sections 6.19 and 8.4</b> (Reported as "Achieved" in 2006/07 AER) <b>Training and awareness package delivered as per relevant Commitment/s in Sections 6.19 and 8.4</b> New staff (5) briefed on the AES.	Early/ Throughout	Yes/ Continuing
<b>OTHER POLICIES</b>				
34	As a corollary to conservation area identification, HIAPL will also establish a land use plan for future opportunity for commercial developments	<b>Reconsider the land use zone boundaries in the 2004 Master Plan in light of the approved Strategy</b> <b>Confirm the areas suitable for development consistent with the policies for continuous improvement, conservation, pollution reduction and the involvement of others</b> <b>Produce a comprehensive land use plan incorporating the environmental factors associated with its provisions</b> Not shown in current Master Plan – Reconsideration now occurring in preparation of Draft 2009 Master Plan.	Early/ Mid	Yes/ Continuing
35	HIAPL will market commercial development opportunities confirmed in its comprehensive land use plan and encourage development	<b>Prepare marketing materials in line with the land use plan</b> <b>Receive expressions of interest</b> <b>Proceed with confirmed developments subject to due planning and environmental process</b> (No addition in reporting period to initiatives reported in 2006/07 AER).	Early/ Mid	Yes

## ENVIRONMENTAL VALUE COMMITMENTS

Ref	Pg	Environment Strategy Commitments	Performance during Reporting Period	Scheduled Timing	Status
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Ref	Pg	Environment Strategy Commitments	Performance during Reporting Period	Scheduled Timing	Status
<b>ENVIRONMENTALLY SIGNIFICANT AREAS</b>					
	45	<i>HIAPL will work in good faith with the State of Tasmania, as a party to the contract, to have the Vegetation Management Agreement approved by midterm of the Strategy, subject to both parties being able to enter into the VMA contract</i>	State government proposed re-engagement with HIAPL in June 2009 to complete VMA.	Mid	Partly Achieved / Continuing
	45	<i>HIAPL will engage with the Department of Environment and Heritage to establish an understanding of the expected scope, content and outcomes of a formal heritage management plan suited to Hobart Airport and its heritage features and, subject to what is then understood, will make appropriate commitments about the preparation of such a plan.</i>	No direct action initiated. Aboriginal Heritage Management Plan completed and implemented.	Mid	Partly Achieved / Continuing
<b>STUDY, REVIEW OR MONITORING</b>					
<b>SITES OF INDIGENOUS SIGNIFICANCE</b>					
	67	<i>HIAPL will ensure its own staff, and other airport users liable to be on or immediately around the known Indigenous cultural sites on Hobart Airport, are aware of the location of the sites and report any perceived changes in them to HIAPL management.</i>	New staff (5) briefed on indigenous cultural heritage values during formal induction programme.	Early/ Throughout	Achieved / Continuing
	67	<i>HIAPL will ensure its own staff, and other airport users with cause to build on or otherwise materially affect the grounds of the Hobart Airport site, are aware of the potential for unidentified Indigenous cultural sites on the site.</i>	Formal induction programme, as above. Aboriginal Heritage Management Plan provides reinforcement.	Early/ Throughout	Achieved / Continuing
<b>AREAS OF ENVIRONMENTAL SIGNIFICANCE</b>					
	68	<i>HIAPL will use the VMA process to establish an appropriate and effective monitoring regime for the vegetation reserves it has established in this Strategy.</i>	Monitoring regime to be established during formal re-engagement with State, as above.	Start	Partly Achieved / Continuing
	68	<i>HIAPL will ensure the monitoring regime for the vegetation reserves it has established in this Strategy is effective for the areas of Indigenous significance within the vegetation reserves.</i>	(As above)	Start	Not Yet Achieved
	68	<i>HIAPL will ensure its own staff, and other airport users liable to be on or immediately around the vegetation reserves are aware of their existence and locations and report any perceived changes in them to HIAPL management.</i>	New staff (5) briefed on vegetation reserves during formal induction programme.	Early / Throughout	Partly Achieved / Continuing
	68	<i>HIAPL will establish formal liaison procedures with the Tasmanian Parks and Wildlife Service to keep an up to date understanding of the use of the airport site by native fauna.</i>	Procedures achieved during 2006 – 2007 reporting period, not called on during the reporting period.	Start	Achieved
	69	<i>HIAPL will ensure its own staff, and other airport users liable to be on or immediately around areas of potential fauna habitat on Hobart Airport, are aware of these potential areas and their possible users and report any perceived changes in them to HIAPL management.</i>	New staff (5) briefed on potential fauna habitat during formal induction programme.	Early / Throughout	Partly Achieved / Continuing
	69	<i>HIAPL will implement its upgraded bird hazard management plan so as to apply its monitoring provisions to assist the continued understanding of the activity of native avifauna at and around the airport site.</i>	Bird Hazard Management Plan completed and implemented. Monitoring intensified during return of normal wet weather patterns.	Early / Throughout	Achieved
<b>AIR QUALITY</b>					
	69	<i>HIAPL will participate in study or assessments, initiated by governments or other bodies with relevant formal responsibilities, of regional air shed quality.</i>	(No studies initiated)	(na)	Not Required
	70	<i>HIAPL will participate in study or assessments, initiated by governments or other bodies with relevant formal responsibilities, of vehicle, plant and equipment emissions in the region</i>	(No studies initiated, HIAPL awaits commonwealth initiatives on CPRS)	(na)	Not Required
	70	<i>HIAPL will continue to require and keep 'Hot Fire Training Exercise' reports from the Aviation Rescue and Fire Fighting Service and periodically review the volumes of</i>	Reports received and compiled, results included in AER.	Throughout	Achieved / Continuing

Ref	Pg	Environment Strategy Commitments	Performance during Reporting Period	Scheduled Timing	Status
		<i>materials used and compare them with historical use.</i>			
	70	<i>HIAPL staff will monitor the air at the Hobart Airport site visually for smoke, in the course of their normal daily activities, to identify and report any smoke events other than the approved events foreshadowed in this Strategy.</i>	Routinely carried out.	Throughout	Achieved / Continuing
	70	<i>HIAPL will seek and keep a record of all necessary permits for vegetation burn-offs and will advise the Airport Environment Officer in advance of significant burn-offs.</i>	Routine vegetation burn-offs occurred (none significant) and smoke appropriately monitored for smoke and environmental purposes. None since return of wet weather.	Throughout	Achieved / Continuing
	70	<i>HIAPL will engage qualified consultants to perform an updated asbestos audit for the Hobart Airport buildings and site and provide an updated asbestos register.</i>	Achieved in 2007 – 2008 AER.	Mid	Achieved
	71	<i>HIAPL will then continue to operate and maintain the updated asbestos register.</i>	Asbestos register revised from IPM report in 2007 – 2008.	From Mid	Achieved / continuing
	71	<i>HIAPL will undertake air sampling and analysis for asbestos fibre in the air if the conclusions of the audit warrant it, including repeat sampling and analysis if recommended at frequencies then recommended.</i>	Audit and forecast report again concluded not warranted.	Mid to End	(Not warranted)
	71	<i>HIAPL will investigate and act on concerns raised by its tenants or other airport users about waste water odours if and when concerns are raised.</i>	No concerns raised during the reporting period with respect to HIAPL WWTP. Odours associated with commencement of CCC WWTP dealt with by CCC.	(na)	resolved
		<b>WATER QUALITY</b>			
	72	<i>HIAPL will provide Clarence City Council with the results from its water quality monitoring, sampling and testing program.</i>	As reported previously, reporting commitments migrated to the State on behalf of the parties and to the AEO during the reporting period.	Throughout	(refer Performance)
	72	<i>HIAPL will continue to monitor surface water quality, according to the upgraded sampling and testing system described in section 5.17 of the current Strategy.</i>	Monthly and additional intensive analytical monitoring carried out as reported in relevant sections of report, water monitoring program further reviewed, amended and approved by AEO during period.	Throughout	Achieved / Continuing
	72	<i>HIAPL will engage experienced persons to perform an updated audit of pollution control measures for the drainage system on the Hobart Airport site.</i>	With completion of upgrade facilities at various locations (car rental washes) the annual audit by experienced person now constitutes the required audit.	Mid	Achieved where required
	72	<i>HIAPL will continue to engage qualified people to advise it on the meaning of the results of its water monitoring program, to assist HIAPL's response to the results, including making improvements as necessary.</i>	Monthly and additional intensive analytical monitoring carried out as reported in relevant sections of report.	Throughout	Achieved / Continuing
	73	<i>HIAPL will complete the data entry and analysis of the recent daily flow and performance records for the waste water treatment plant.</i>	(Reported as "Achieved" in 2006/07 AER)	Start	Achieved
	73	<i>HIAPL will engage a qualified consultant/contractor to advise HIAPL on the improvements, if any, the waste water treatment plant needs to meet current discharge standards.</i>	(Reported as "Achieved" in 2006/07 AER)	Start	Achieved
	73	<i>HIAPL will continue its established groundwater monitoring program, modifying it – with the agreement of the Airport Environment Officer including reducing frequencies or ceasing at individual bores – where the monitoring evidence warrants it.</i>	Annual groundwater monitoring continued (see this AER). Groundwater monitoring parameters reviewed, amended and agreed by AEO during the period of reporting.	Throughout	Achieved

Ref	Pg	Environment Strategy Commitments	Performance during Reporting Period	Scheduled Timing	Status
	74	<i>HIAPL will assist responsible authorities in the event their study, review or monitoring of waters in the region of the Hobart Airport site indicate activities at the site are adversely altering the established quality of those waters.</i>	HIAPL assisted CCC with data in their assessment of the receiving waters for the CCC WWTP DPEMP.	(na)	Not required
		<b>SOIL QUALITY</b>			
	74	<i>HIAPL will confirm by targeted study and review, to support the annual audit process, the current status of contaminant storage at the Hobart Airport site.</i>	Dangerous Goods Register updated, storage of contaminants, mostly fuel and oils, reviewed during annual environmental audit.	Start	Achieved / Annual activity
	75	<i>HIAPL will arrange that suitably qualified people assess underlying soils for residual contaminants where significant spills of potentially contaminating substances occur on unsealed surfaces and remediate as necessary, using assessment parameters and remediation techniques suited to the contaminant/s.</i>	HIAPL conducted assessment of residual soils from former Hertz facility. HIAPL supported assessments by Airservices Australia at fire station and fire training ground.	(na)	Achieved
	75	<i>HIAPL will arrange that suitably qualified people assess surrounding soils for residual contaminants where underground tanks are removed and remediate as necessary, using assessment parameters and remediation techniques suited to the stored fuel.</i>	No tanks removed during reporting period.	(na)	Achieved
	75	<i>HIAPL will continue to operate and maintain its contaminated sites register.</i>	Operated and maintained during reporting period No sites required to be added.	(na)	Achieved / Continuing
	75	<i>HIAPL will continue to operate and maintain its fuel tank register including the routine tank testing by HIAPL and its tenants specified in the register.</i>	Dangerous Goods Register maintained and updated. No sites required to be added.	(na)	Achieved / Continuing
		<b>OZONE DEPLETING SUBSTANCES</b>			
	75	<i>HIAPL will engage qualified consultants to perform an updated audit of ozone depleting substances for the Hobart Airport site and provide an updated ozone depleting substances register.</i>	Ozone depleting register compiled and updated. Additional refrigeration equipment confirmed at Toll Freight during annual audit.	Mid	Achieved / Continuing
	75	<i>HIAPL will continue to operate and maintain its ozone depleting substances register.</i>	See above – HIAPL confirmed continued operation of refrigerators.	Throughout	(See above)
		<b>WASTE</b>			
	76	<i>HIAPL will confirm by appropriate study and review, to support the annual audit process, the hazardous waste generation and disposal practices at the Hobart Airport site.</i>	Not yet commissioned. HIAPL assessing implications of new State controlled waste legislation for the particular study now required.	Mid	Not yet achieved. Review planned in 2011
	77	<i>HIAPL will periodically review its suspension of recycling in light of prevailing conditions of operational efficiency, cost-effectiveness and environmental benefit.</i>	Some tenants arrange own recycling. Further reviews and encouragement during annual audits. HIAPL commenced engagement with packaging industry sponsor of recycling initiative recommended by AEO.	(na)	Achieved / Continuing
		<b>USE OF NATURAL RESOURCES</b>			
	77	<i>HIAPL will periodically, and also when specific development or operational projects eventuate, include examination of initiatives to minimise or reduce the use of renewable natural resources and will encourage its tenants to do likewise.</i>	No specific attention during reporting period. New HIAPL leadership (from early 2009) confirmed intention to create a sustainability agenda for the airport site.	(na)	Achieved / Continuing
	78	<i>HIAPL will periodically, and also when specific development or operational projects eventuate, include examination of initiatives to minimise or reduce the use of non renewable natural resources and will encourage its tenants to do likewise.</i>	See above	(na)	Achieved / Continuing

Ref	Pg	Environment Strategy Commitments	Performance during Reporting Period	Scheduled Timing	Status
		<b>GREENHOUSE GASES</b>			
	78	<i>HIAPL will participate in study or assessments, initiated by governments or other bodies with relevant formal responsibilities, of regional energy use.</i>	(No studies known to have been initiated, however also see above).	(na)	(Not required)
		<b>GENERATION OF NOISE</b>			
	79	<i>HIAPL will investigate and act on concerns raised by its tenants, other airport users or the community about nuisance noise if and when concerns are raised, to the extent available consistent with the efficient and commercial operation of air services at the airport.</i>	(No specific noise complaints)	(na)	(Not required)
	79	<i>HIAPL will arrange sound pressure level assessments to the relevant Australian standards where concerns remain unresolved.</i>	(No unresolved concerns)	(na)	(Not required)
		<b>CONSERVATION OF NATURAL, INDIGENOUS AND HERITAGE VALUES</b>			
	80	<i>HIAPL will treat any as yet unidentified sites of Indigenous value that are identified during works planning or implementation, or by other activity at the airport, in the same manner as the already identified sites.</i>	(No new sites identified)	(na)	(Not required)
	80	<i>HIAPL will ensure Llanherne House is conserved as required by a listing on the Register of the National Estate so as to retain its heritage values.</i>	There is no degradation evident, consequently heritage values retained. Blocked building stormwater drainage replaced. Published HIAPL Planning Guidelines include protection requirements.	Throughout	Achieved / Continuing
		<b>MONITORING PERSONNEL</b>			
	82	<i>HIAPL will continue to contract with appropriately professionally qualified personnel for each of the monitoring tasks to be undertaken in fulfillment of this Strategy.</i>	Appropriately qualified professionals engaged directly by HIAPL or, at HIAPL encouragement/insistence, by responsible developers or contractors, for (refer relevant sections of report): <ul style="list-style-type: none"> <li>■ Monitoring of Wastewater Treatment Plant, Surface Water, Drinking Water, Site Remediation, Groundwater;</li> <li>■ Soil assessments</li> <li>■ Vegetation assessments</li> <li>■ Fauna assessments</li> </ul>	Throughout	Achieved / Continuing
		<b>TESTING, MEASURING AND SAMPLING SYSTEMS</b>			
	82	<i>HIAPL will refer new proposals for the content of systems of testing, measuring and sampling to the Airport Environment Officer for endorsement as they arise.</i>	Proposals for amended water and groundwater programmes presented to and approved by AEO during reporting period.	(na)	Achieved where required
	86	<i>HIAPL intends to employ the testing, measuring and sampling systems specified in section 5.17 of the current Strategy or the systems proposed by the professional or other parties referred to in section 5.17 as responsible for the testing, measuring or sampling.</i>	All monitoring done in accordance with the Strategy, except where amended by agreement with stakeholder authorities.	(na)	Achieved where required
		<b>REPORTING PROGRAM</b>			
	88	<i>HIAPL will obtain monitoring records routinely from tenants, where such are required, and will retain them and HIAPL's own monitoring records on HIAPL file.</i>	Done routinely and during annual audit.	Throughout	Achieved / Continuing
	88	<i>HIAPL will report to the Airport Environment Officer, the Department of Transport and Regional Services and otherwise as specified in section 5.18 of the current Strategy.</i>	Done routinely.	Throughout	Achieved / Continuing
		<b>REDUCTION IN EXISTING POLLUTION</b>			
	92	<i>Amongst its measures to prevent, control or reduce environmental impact, HIAPL will</i>	New Clarence City Council WWTO completed and	Early/	Achieved /

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		<i>give priority to the measures to reduce identified pollution at its waste water treatment facilities, at car rental company washing facilities and at its and its tenants' fuel storages.</i>	commissioned in December 2008. Planning for HIAPL WWTP decommissioning completed and Decommissioning will be undertaken in July 2009. Research on alternative car wash detergents suspended due to new WWTP operational. ARFFS groundwater pollution remediation plan in progress.	throughout	Continuing
	92	<i>HIAPL will ensure Mobil completes the remediation program for the 1999 fuel spill that it has committed to and is undertaking under the direction of the Airport Environment Officer.</i>	Substantially achieved as reported in 2007/08 AER. Phase 2 Site Assessment completed by Mobil.	Early	Partly Achieved
<b>ENVIRONMENTAL MANAGEMENT SYSTEM</b>					
	93	<i>HIAPL will update its Environmental Management System (EMS) from time to time as AS/NZS standard ISO 14001 is updated from time to time to ensure the EMS continues to be capable of certification to the standard.</i>	No further updates to ISO 14001 – 2004.	(na)	Partly Achieved
<b>IDENTIFICATION AND CONSERVATION OF THINGS OF NATURAL, INDIGENOUS AND HERITAGE VALUE</b>					
	95	<i>HIAPL will use the VMA process to establish appropriate and effective measures to prevent, control or reduce pollution of the vegetation reserves it has established in this Strategy, to assist the effectiveness of the conservation initiative.</i>	State government proposed re-engagement with HIAPL in June 2009 to complete VMA.	Start	Partly Achieved
	96	<i>HIAPL will periodically review and implement the vegetation controls of the 2000 grounds assessment detailed in its Revegetation and Landscape Maintenance Procedure.</i>	Action to be taken consequent on finalisation of VMA	(na)	Partly Achieved
	97	<i>HIAPL's leases with its tenants will provide for the arrangement of buildings and other infrastructure in the leased area to be arranged to preserve vegetation where that is practical and feasible and contributes to the environment.</i>	Requirements included in all new lease proposals.	(na)	Achieved where required
	97	<i>HIAPL will consider alternative compensation measures, case by case and subject to appropriate permits being obtained, where it is not practical and feasible to achieve vegetation preservation on development sites.</i>	VMA covering one quarter of the enlarged airport site represents compensations for development of the remaining three quarters of the airport site.	(na)	Achieved (overarching compensation)
	97	<i>HIAPL will take expert advice on vegetation compensation measures as and when actual compensations need to be considered.</i>	(See above)		See above)
	97	<i>HIAPL will ensure the VMA process considers the permitted non-development social uses of the saltmarsh of the estuarine area of Sinclair Creek, in developing appropriate and effective measures to ensure the area remains otherwise as far as possible undisturbed.</i>	To be done in ongoing development of VMA.	Early	Partly achieved
	98	<i>HIAPL will carry out the mowing program in its Mowing and Other Ground Disturbance Procedure on a routine basis to maintain visual amenity, safety for aircraft landing and fire breaks, to reduced fire hazards and attractiveness to birds, and, subject to the conditions of a VMA, to maintain the natural values of conserved grasslands.</i>	(Continues)	Throughout	Achieved / Continuing
	99	<i>HIAPL will continue the weed treatment program in its Weed Control Procedure, including to minimise and reduce encroachment in native vegetation areas and designated conservation areas.</i>	(Continues) HIAPL received and intends to act on community interest in providing weed management services for the airport site.	Throughout	Achieved / Continuing
	99	<i>HIAPL will identify weed outbreaks during routine site maintenance activities and treat spot weed outbreaks routinely and larger infestations by targeted treatments, in accordance with regional and local weed management priorities.</i>	Spot spraying of weeds throughout site following assessment and identification of outbreaks (African Lovegrass, Fennel, African boxthorn, cumbungi control, continued Spanish Heath eradication).	Throughout	Achieved / Continuing
	99	<i>HIAPL will continue the rabbit control program in its Feral Animal Control Procedure with</i>	No specific rabbit control – population numbers in	(na)	(Not required)

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		<i>frequency determined by safety risks, population numbers and the risks of damage to native vegetation or threats to reliant native animal species.</i>	reporting period did not warrant treatment.		
	99	<i>HIAPL will use Pindone to manufacturer specifications, including for dose and frequency.</i>	(See above)	(na)	(Not required)
	100	<i>HIAPL will ensure its review of vegetation quality across the site for VMA purposes considers a burning regime for grasslands and grassy woodlands and, if recommended out of that review and subject to any social or political reaction, will implement the regime.</i>	Will be reviewed in VMA under re-engaged process with the State (see previous VMA related commitments).	Start / Throughout	Partly achieved (in hands of State)
	100	<i>HIAPL will conduct confirmed burning according to its Burning Procedure, at low intensity and at different areas and times to reduce the risk of damage to Aboriginal artefacts and to allow progressive species regeneration.</i>	(No grassland burning undertaken).	(na)	(Not required)
	100	<i>HIAPL will manage any ongoing use of the sand extraction pits to provide progressively improving outcomes for weed infestation, native vegetation, landform and screening and to ensure compliance with applicable regulations.</i>	(Modification for safety purposes reported in AERs) Continue to work towards stated objectives in strategy. Weed infestations controlled.	Throughout	Achieved / Continuing
	101	<i>Before development of an area that is known to contain established threatened fauna, HIAPL will cause the conservation values specific to that species to be assessed and, where warranted but not as a precondition to the development being undertaken, will cause appropriate alternative suitable habitat to be regenerated or otherwise sourced.</i>	VMA covering one quarter of the enlarged airport site represents compensations for development of the remaining three quarters of the airport site.	(na)	Achieved where required
	101	<i>Where works are planned in the immediate vicinity of the known sites of Aboriginal relics and before ground disturbance, the preventative measures of HIAPL's Protection of Special Conservation Areas and Values Procedure will be applied.</i>	Upgrade of valet storage area planned and executed in consideration of known sites in the vicinity. No other relevant works.	(na)	Achieved / Continuing
	101	<i>Where works are planned in areas where Aboriginal relics are known to occur and which have not been previously disturbed by construction, HIAPL will cause a confirming site survey to be carried out by a suitably qualified and experienced Aboriginal Heritage Officer in consultation with the Manager Aboriginal Heritage Office and, through the Manager, the Tasmanian Aboriginal Land Council.</i>	No relevant works.	(na)	Achieved / Continuing
	102	<i>Where works are planned in areas where Aboriginal relics are known to occur and which has been previously disturbed by construction, HIAPL will have a suitably qualified and experienced Aboriginal Heritage Officer attend the initial site clearing works to identify any isolated artefacts, taking advice from the Manager Aboriginal Heritage Office as required.</i>	See Above	(na)	Achieved where required
	102	<i>Where any Aboriginal site, relic or artefact is found during any assessments, HIAPL will cause the Manager Aboriginal Heritage Office, and, through the Manager, the Tasmanian Aboriginal Land Council, to be notified and further advice to be sought under the Aboriginal Relicts Act 1975.</i>	(None found)	(na)	(Not required)
	102	<i>HIAPL will ensure that no intentional destruction or damage of a known relic or site covered by the Aboriginal Relicts Act 1975 will occur without a permit issued under that Act.</i>	No works undertaken in areas of known Aboriginal relics.	(na)	Achieved where required
	102	<i>HIAPL will ensure that particular care is taken during site works or maintenance activities in and immediately around areas of known sites of Aboriginal relics.</i>	Routinely during maintenance and included in inductions of new staff.	(na)	Achieved/ Continuing
<b>INVOLVEMENT OF LOCAL AND AIRPORT COMMUNITIES</b>					
	104	<i>HIAPL will convene a forum of Clarence City Council and community representatives,</i>	(Not applicable to this reporting period)	End	(Not yet

Ref	Pg	Environment Strategy Commitments	Performance during Reporting Period	Scheduled Timing	Status
		<i>sourced from Clarence City Council's database of community organisations, to identify and discuss issues that should be dealt with in the strategy to succeed this Strategy.</i>			required)
	104	<i>HIAPL will invite community representatives, sourced from Clarence City Council's database of community organisations to participate in its training and site awareness programs as they may be from time to time.</i>	An environmental awareness package and training has been prepared and implemented in previous reporting years. Next active involvement will be via the AES process as above.	Throughout	Commenced
<b>PREVENTING, CONTROLLING OR REDUCING IMPACTS</b>					
<b>AIR QUALITY</b>					
	109	<i>HIAPL will participate with all other like-implicated parties, in the event that study or assessments of regional air shed quality implicate HIAPL and such other parties in environmental impact on air quality in the regional air shed, in then taking measures to prevent, control or reduce such impact.</i>	(No relevant studies initiated)	(na)	(Not required)
	109	<i>If Airservices Australia reports an unusual environmental event affecting air quality in its training fires, HIAPL will investigate the event with Airservices Australia and the Airport Environment Officer and agree measures to reduce the risk of the event occurring again.</i>	(None reported)	(na)	(Not required)
	109	<i>HIAPL will endeavour to include replacement of its diesel heater in the HIAPL compound in expected redevelopment of the compound.</i>	Heater replaced, as previously reported.	End	Achieved
	109	<i>HIAPL will continue maintenance of its diesel heater in the HIAPL compound to 10inimize its effect on air quality until it is replaced in expected redevelopment of the compound.</i>	As above.	Early / mid	Achieved
	109	<i>HIAPL will implement conditions for air quality applied to permits for vegetation burn-offs from the Airport Environment Officer or other responsible agency.</i>	(No burn-offs subject to conditions occurred)	Throughout	(Not required this reporting period)
	110	<i>HIAPL will remove and dispose of asbestos when opportunities for removal arise as a result of other works and do so in accordance with relevant legislation to certified disposal facilities</i>	No opportunities for asbestos removal arose during reporting period.	Throughout	Achieved / Continuing when required
	110	<i>HIAPL will ensure compliance across the Hobart Airport site with safety requirements that apply to the presence and management of asbestos identified in its committed asbestos audit and any consequent fibre monitoring.</i>	Asbestos audit and risk assessment completed in 2007 – 2008 reporting period. Signage advising of asbestos in buildings has not been installed but is scheduled for early in the 2009 – 2010 reporting period.	Throughout	Partly achieved / Continuing
<b>WATER QUALITY</b>					
	111	<i>HIAPL will maintain its established measures for preventing, controlling or reducing the environmental impact of airport operations on water quality.</i>	A significant source of pollution has now been removed with decommissioning of the HIAPL WWTP.	Throughout	Achieved / Continuing
	111	<i>HIAPL will incorporate in future development of facilities of the type that are now sources of impact on water quality, features that will improve prevention, control or reduction of those impacts.</i>	Proposed new HIAPL wash bay will include pollution removal facilities, resulting in removal of source of pollution to stormwater system from HIAPL compound. Commitment made by HIAPL to AEO to consider incorporation of pollution control measures in future car parking developments.	(na)	Achieved where required / Continuing
	111	<i>HIAPL will incorporate in its leases with its tenants particular obligations on the tenants to provide effective physical measures to prevent, control or reduce impacts from their operations on water quality.</i>	(As above)	(na)	Achieved where required / Continuing

Ref	Pg	Environment Strategy Commitments	Performance during Reporting Period	Scheduled Timing	Status
	113	<i>If Airservices Australia reports an unusual environmental event affecting water quality in its training fires, HIAPL will investigate the event with Airservices Australia and agree measures to reduce the risk of the event occurring again.</i>	Airservices Australia has become aware nationally of potential contamination by AFFF, and is pursuing a targeted groundwater monitoring programme to verify extent of any such contamination, including Hobart Airport site. HIAPL accepts AA approach.	(na)	(Not required)
	114	<i>If warranted by the Sinclair Creek monitoring program and subsequent risk analysis, and if technically and economically feasible, HIAPL will consider construction of a stormwater retention basin/wetland within the Sinclair Creek catchment.</i>	(Not warranted – as reported in previous AER)	(na)	(Not required)
	114	<i>HIAPL will undertake the improvements recommended by its qualified consultant/contractor advisor for the waste water treatment plant to meet current discharge standards.</i>	Continuing effort in the first half of the reporting period to identify and respond to fluctuating performance of the WWTP. Plant ceased operation when Clarence Council WWTP commissioned in December 2008. .	Early	Achieved
	114	<i>HIAPL will provide the Environment Division of the Department of Primary Industries, Water and Environment with records of the waste water treatment plant's performance monitoring results, as required in the current environmental conditions of the licence for the plant.</i>	Monthly results provided to Environment Division, DEPHA. Periodic summary compilations provided as requested by AEO. Due to decommissioning of the plant no further performance monitoring or performance reporting will be undertaken in the 2009 – 2010 reporting period.	Throughout	Achieved
	115	<i>HIAPL will commence and maintain routine visual monitoring role of the Tasair hangar waste water treatment facility on completion of the arrangement between Tasair and the supplier of the facility.</i>	During the annual audit the facility was specifically inspected and no apparent concerns were noted.	Mid	Achieved
	116	<i>HIAPL will continue with its assessment of underground tanks and have them removed and any associated contaminated soils removed, as the opportunity arises or as testing demonstrates their age or structure pose unacceptable risks of leakage.</i>	No underground tanks needed to be assessed. Note ARFFS separately identified and is acting on groundwater contamination associated with its diesel tank.	(na)	Achieved where required
	116	<i>If monitoring of the groundwater bores at the fire fighting training ground demonstrates intervention levels for contaminants, HIAPL will investigate the contamination with Airservices Australia and agree measures Airservices Australia will take to reduce the contamination as required.</i>	(No significant indications of hydrocarbon contamination during bore monitoring).	(na)	(Not required)
	117	<i>HIAPL will ensure construction is designed and done to avoid groundwater or to minimise impact on the groundwater where avoidance cannot reasonably be achieved.</i>	Groundwater impacts mitigated in standard design approach for all new developments. One new construction during the period (GA Hangar) – footings maintained above groundwater.	(na)	Achieved where required
		<b>SOIL QUALITY</b>			
	118	<i>HIAPL will maintain its established measures for preventing, controlling or reducing the environmental impact of airport operations on soil quality.</i>	Established measures maintained. No examples to report.	Throughout	Achieved / Continuing
	118	<i>HIAPL will incorporate in future development of facilities of the type that are now sources of impact on soil quality, features that will improve prevention, control or reduction of those impacts.</i>	All new developments on site require preparation of a CEMP including soil quality management. GA Hangar, as above, not considered to affect soil quality.	(na)	Achieved where required
	118	<i>HIAPL will incorporate in its leases with its tenants particular obligations on the tenants to</i>	Requirements included in all new lease proposals.	(na)	Achieved where

Ref	Pg	Environment Strategy Commitments	Performance during Reporting Period	Scheduled Timing	Status
		<i>provide effective physical measures to prevent, control or reduce impacts from their operations on soil quality.</i>			required
	118	<i>HIAPL will ensure that containment and collection systems, such as bunding and settling sumps for particles and flotation of oil residues, are implemented for all storage facilities on site.</i>	Continuing	(na)	Achieved where required
	119	<i>HIAPL will ensure that the fire-fighting training area is managed to avoid contamination of soils and groundwater in the area from spillages or other hydrocarbon runoff from the contained facilities at the site.</i>	Kerosene spills off apron reported to have been cleaned up, material placed in 210L drums at training grounds.	Throughout	Achieved / Continuing
	119	<i>If Airservices Australia reports an unusual environmental event affecting soil quality in its training fires, HIAPL will investigate the event with Airservices Australia and agree measures to reduce the risk of the event occurring again.</i>	Airservices Australia has become aware nationally of potential contamination by AFFF, and is pursuing a targeted groundwater monitoring program to verify extent of any such contamination, including Hobart Airport site. HIAPL accepts AA approach.	(na)	(Not required)
<b>OZONE DEPLETING SUBSTANCES</b>					
	120	<i>Working from its ozone depleting substances register, HIAPL will encourage and monitor a gradual phase-out of CFCs and CFC-based refrigerators and air conditioners.</i>	Operators encouraged at audit to phase out old equipment. All equipment serviced in accordance regulations.	(na)	Achieved / Continuing
<b>WASTE</b>					
	120	<i>HIAPL will ensure refuse at the airport is managed to minimise risks to aircraft and other safety and to health</i>	Continuing	Throughout	Achieved / Continuing
	122	<i>HIAPL will ensure all general waste is routinely collected from site by licensed contractors and will consolidate the on-site treatment of clean waste.</i>	Achieved and continuing.	Throughout	Achieved / Continuing
<b>NATURAL RESOURCES</b>					
	124	<i>HIAPL will examine reduction in water demand by the re-use of waste water and, if technically and economically sustainable, pursue options for such re-use.</i>	HIAPL supported CCC new treatment plant/ regional water reuse scheme. No potential source of reuse water remaining from HIAPL WWTP following commissioning of new WWTP. New HIAPL leadership (from early 2009) confirmed intention to create a sustainability agenda for the airport site.	End	(Not yet required)
<b>ACHIEVING COOPERATION OF THE AIRPORT COMMUNITY</b>					
	128	<i>HIAPL will make all people working on the Hobart Airport site including staff of airport tenants aware of this Strategy, and encourage as many of such people to be aware of its contents, by developing and delivering a targeted environmental awareness package.</i>	An environmental awareness package and training has been prepared and implemented in previous reporting years. Induction programme for new new staff includes awareness on Strategy.	Throughout	Achieved/ continuing
	129	<i>Where specific environmental risks, are identified through routine site assessments or through the annual internal environmental audit, and those risks have impact of a scale to warrant such action, HIAPL will ensure airport community members with specific roles relating to those key risk areas provided with appropriate environmental training to help them address those risks.</i>	No new risks identified that warrant action.	(na)	Continuing
	129	<i>HIAPL will require each airport community member operation that warrants such action,</i>	Site environmental plans prepared for each new	(na)	Achieved where

Ref	Pg	Environment Strategy Commitments	Performance during Reporting Period	Scheduled Timing	Status
		<i>on the basis of and subject to a case-by-case risk assessment, to prepare a management plan relating to the environmental implications of their activities, to incorporate the relevant requirements of this Strategy.</i>	activity. No new operations identified that warrant action.		required
<b>AREAS FOR "NON-AIRPORT" OPERATIONS</b>					
	137	<i>HIAPL will provide the requirements of Division 3 of Part 6 of the Act (as they are at the time of preparing the Strategy) with the current Strategy and ensure operators of non-airport activities on Hobart Airport are provided with these requirements.</i>	Strategy incorporates the requirements. Strategy being progressively promoted amongst operators, through annual audit process and awareness training.	(na)	Achieved / Continuing
<b>TRAINING</b>					
	139	<i>HIAPL will confirm with the major employers at the Hobart Airport site that the employers provide relevant staff training and other resources sufficient to apply environmental management to their premises and activities at the site consistent with HIAPL's Environment Strategy and Site management Procedures.</i>	An environmental awareness package and training has been prepared and implemented in previous reporting years. No re-confirmations during the reporting period.	Start	Achieved
	138	<i>HIAPL will engage appropriately trained personnel to directly undertake hands on environmental management activities or to direct HIAPL's untrained staff in the performance of such activities</i>	Specialist works and ground contamination assessments carried out by various consultants and contractors.	Throughout	Achieved / Continuing
	138	<i>HIAPL will ensure sufficient of its staff remain current in the requirements for testing, measuring, sampling and maintenance at the waste water treatment plant keep it operating at its optimum.</i>	Sufficient staff ensured until cessation of operations in December 2008.	Throughout	Achieved / Continuing
	139	<i>If a major employer cannot confirm appropriate training for environment management for relevant employees, HIAPL will agree with the employer the measures that need to be taken to ensure that training is provided.</i>	No re-confirmation sought.	Early	(Not yet triggered)

## APPENDIX 2 ENVIRONMENT POLICY

**Purpose and Scope:** Hobart International Airport Pty Ltd is committed to activity on Hobart Airport being conducted in a way that suitably protects the airport and local environment and the health and safety of the airport community.

Our policy is to:

- 1) Integrate environmental management into all business activity, applying best appropriate airport industry practice to our environmental protection and health and safety performance;
- 2) Properly understand applicable Federal and State legislation to assist in achieving industry expectations for the environment;
- 3) Have and operate a comprehensive and effective environmental management system that maintains consistency with relevant Australian and International Standards;
- 4) Identify, understand and suitably conserve objects and matters at the airport that have natural, indigenous or heritage value;
- 5) Strive for continual improvement in management of the environmental consequences of airport activity, by setting, reviewing and reporting on achievable objectives and targets;
- 6) Use resources efficiently and minimise waste and emissions;
- 7) Achieve progressive reduction in extant pollution at the airport;
- 8) Maintain emergency response systems applicable to the environment;
- 9) Communicate openly and work with government agencies, clients and the general and indigenous communities on environmental values, objectives and performance;
- 10) Provide skills and awareness to our staff and the airport community that allow and encourage them to work in an environmentally responsible manner in all areas of the airport site, whether or not in use for a purpose that is directly related to airport operations;
- 11) Involve users of the airport and the local community in the development of Airport Environment Strategies and disseminate Strategies to them.

## APPENDIX 3 SUMMARY OF ENVIRONMENTAL MANAGEMENT FRAMEWORK COMMITMENTS

The overall environmental management framework commitments are linked to the suite of Policy objectives provided in Appendix 2 and are generally commitments that are continual by nature and inherent in the day to day activities of the airport. The environmental management framework commitments provided below are those that will continue throughout the term of the AES, but do not necessarily have specific time frames. Many of these commitments represented are a consolidation of previous environmental management commitments carried over from the 2005 AES.

Target ID	Target	Commitment ID	Commitment	Key Performance Indicator	Priority	Timeframe
<i>Studies, Reviews and Monitoring:</i>						
PO5	Continuous Improvement	PO5.1	Report on continuous improvement pursuant to the Airports Act, Airports Regulations and EMS	No of regular reports provided	1	Continuous
PO7	Reduction in existing pollution	PO7.1	Properly understand the existing environment at and around the site that may be affected by airport operations	No of reports/studies completed in term	1	Continuous (as required)
PO7	Re-identify sources of pollution	PO7.2	Maintain a thorough process of audit of facilities	No of audits conducted each year	1	Annual and continuous
PO7	Regular maintenance or remedial work	PO7.3	Plan and conduct regular maintenance work that will continue to improve the performance of facilities	No of works planned and conducted	1	Continuous
PO3	Environmental Management System	PO3.1	Implement Hobart Airport's EMS	No of actions implemented from EMS	1	Continuous
PO3	Environmental Management System	PO3.2	Develop a comprehensive risk register for inclusion within the EMS	Completion of risk register	1	Stages throughout
	Environmental Management System	PO3.3	Conduct a review on the existing EMS elements, information gap analysis and report	Completion of AES review report and gap analysis	1	Middle of AES term
PO4	Identification and conservation of things of natural, indigenous and heritage value	PO4.1	Undertake a range of study, review and monitoring to establish proper understanding	Addressed in MAPs	1	Continuous
PO4	Continue or implement conservation processes	PO4.2	Specific conservation measures to be applied	Addressed in MAPs	1	Continuous
PO4	Planning and Development regime incorporating environmental and heritage values	PO4.3	Implementation of Development Guidelines and objectives, or similar, for proposed developments	No of times Guidelines implemented	1	Continuous (as required)
PO11	Stakeholder and Community Involvement	PO11.1	Advertise, encourage and consider all comments and provide feedback	No of advertisements	2	Stages throughout

	and Dissemination of the Strategy		on how comments were addressed within the AES	ts, comments received and actioned		development of AES
PO9	Commonwealth and State Agency involvement	PO9.1	Engage with DITRD LG and AEO on all available occasions in relation to remedial, development and approval conditions relating to the environmental values of the site	No of consultations sought	1	Continuous (as required)
PO10	Dissemination of the Strategy	PO10.1	Provide training and increase awareness about AES for tenants	No of training events held	1	Annual and continuous
PO5	Other policies and targets	PO5.2	Confirm areas suitable for development consistent with continuous improvement, conservation, pollution reduction and involvement of others. And involve due planning and environmental process	No of areas deemed suitable for development; No of approvals sought	1	Continuous (as required)
PO1	Monitoring Personnel	PO1.1	Engage suitably qualified personnel or contractors to conduct monitoring tasks or investigations	Addressed in targets under MAPs	1	Continuous (as required)
PO1	Monitoring review	PO1.2	Provide monitoring reports to AEO for review as required	No of reports to AEO	1	Continuous
PO1	Testing, measuring and sampling systems	PO1.3	Testing, measuring and sampling carried out on suspected pollution and engagement of professional services endorsed by AEO	No of additional sampling conducted	1	Continuous (as required)
PO5	Reporting program	PO5.3	Obtain monitoring records from tenants and report to AEO	No of records from tenants	1	Annual and continuous
PO11	Cooperation of Airport community	PO11.2	Promote awareness of AES through targeted environmental awareness package and appropriate training in areas for risk identification and management	No of info sessions provided	1	Annual
PO10	Cooperation of Airport community	PO10.2	Encourage tenants to prepare an environmental management plan if activities from an operation indicate that one is required	No of environmental plans received from tenants	1	Continuous (as required)
PO10	Training	PO10.3	Ongoing provision of information on environmental matters to staff and tenants through audit procedure and training sessions	No of training events/audits	1	Annual
PO10	Training	PO10.4	Where training cannot be provided internally, professional services will be sought to conduct the training	No of training events externally	1	As required

## APPENDIX 4 SUMMARY OF ENVIRONMENTAL VALUE COMMITMENTS FOR THE 2010 AES

The environmental value commitments outlined below provide a consolidated list of all commitments proposed for the 2010 AES. These commitments are provided in context and in more detail within each of the individual MAPs in Chapter 7.

Target ID	Target	Commitment ID	Commitment	Key Performance Indicator	Priority	Timeframe	
<b>Studies, Reviews and Monitoring:</b>							
PO4.1	Address any gaps in the identification or understanding of the Aboriginal and heritage values of the Hobart Airport site by suitable, including professional, study, review and monitoring	PO4.1.1	Continue to consult with relevant State and Commonwealth authorities to keep abreast of matters of Aboriginal site management needing to be considered in the operation of the airport or planning and implementation of developments at the airport	PO9	Number of consultation events Number of parties consulted	ONGOING	
		PO4.1.2	Periodically review EMS Site Management Procedures for the management of cultural heritage areas on the airport, for their continuing relevance and effectiveness	PO3	Number of reviews	FIRST	2011 2012 2013 2014 2015
		PO4.1.3	Continue to conduct site surveys for Aboriginal heritage values as required for operations and development initiatives at the airport	-	Number of site surveys conducted Number of sites listed on relevant registers	ONGOING	
		PO4.1.4	Continue to raise awareness of HIAPL staff and airport tenants and contractors of the importance of Aboriginal and historic heritage values and the possibility of identification of new sites at the airport	PO10	Number of training events Number of people trained	ONGOING	
PO4.3	Address any gaps in the identification or understanding of the biodiversity of the Hobart Airport site by suitable, including professional, study, review and monitoring	PO4.3.1	Continue to consult with relevant State and Commonwealth authorities to keep abreast of matters of biodiversity management needing to be considered in the operation of the airport or planning and implementation of developments at the airport	PO9	Number of consultation events Number of parties consulted	ONGOING	
		PO4.3.2	Periodically review EMS Site Management Procedures for the management of biodiversity on the airport, for their continuing relevance and effectiveness	PO3	Number of reviews	FIRST	2011 2012 2013 2014 2015

		PO4.3.3	Continue to conduct site surveys for biodiversity values as required for operations and development initiatives at the airport	-	Number of site surveys conducted	ONGOING	
		PO4.3.4	Continue to raise awareness of HIAPL staff and airport tenants and contractors of the importance of biodiversity at the airport, the needs and opportunities for conservation and control of biodiversity, and the possibility of identification of new aspects of biodiversity at the airport	PO10	Number of training events Number of people trained	ONGOING	
		PO4.3.5	Update the vegetation biodiversity mapping for the airport site, in consultation with the State and Commonwealth, as input for conclusion of a Vegetation Management Agreement or other purposes as required, to include: ...Confirmatory survey of the areas of Tasmanian Lowland Native Grassland likely to have become listed in 2009 Commonwealth listings ...Identification and confirmatory survey of areas potentially suitable for revegetation and rehabilitation to listed Tasmanian Lowland Native Grassland status ...Updated weed mapping and review SMP 10: Weed Control	PO9	Update completed	FIRST	2011
		PO4.3.6	Update mapping of fauna associated with the airport		Update completed	FIRST	2011
PO5.1	Achieve proper understanding of airport air emissions, including, where required, their impact for local air quality and the regional air shed, through suitable, including professional, study, review and monitoring	PO5.1.1	Consult with relevant State and local authorities to keep abreast of matters of air quality needing to be considered in the operation of the airport or planning and implementation of developments at the airport	PO9	Number of consultation events Number of parties consulted	ONGOING	
		PO5.1.2	Participate in regional air shed quality projects or Government initiatives as they arise, including preparation of an airport emissions inventory where the airport evidently makes significant contribution to issues identified	PO9	Number of matters involved in Inventory required Inventory prepared	AS REQUIRED	
		PO5.1.3	Periodically review EMS Site Management Procedures for the management of air quality on the airport, for their continuing relevance and effectiveness	PO3	Number of reviews	FIRST	2011 2012 2013 2014 2015
		PO5.1.4	Continue to require and review reports from the Aviation Rescue and Fire Fighting Service on material used and	PO9	Number of reports received Number of unusual	ONGOING	

			unusual outcomes for all its Hot Fire Training exercises and highlight events where unusual air quality impacts have occurred		events		
		PO5.1.5	Review and update the Airport's Asbestos Register, engaging qualified personnel to conduct asbestos audits and fibre monitoring as required	PO1 PO3	<u>N</u> umber of audit and monitoring events <u>R</u> egister review and update completed	SECON D	2012
		PO5.1.6	Prepare and update an ozone depleting substances register for Airport related activities, conducting audits of substances as required	PO1 PO3	<u>N</u> umber of audit events <u>R</u> egister completed	THIRD	2013
		PO5.1.7	Prepare and update a register of diesel fired plant and equipment for Airport related activities	PO1 PO3	<u>R</u> egister completed	THIRD	2013
<b>PO5.3</b>	Achieve proper understanding of airport water quality issues, including, where required, its impact for receiving waters, through suitable, including professional, study, review and monitoring	PO5.3.1	Consult with relevant State and local authorities to keep abreast of matters of water quality needing to be considered in the operation of the airport or planning and implementation of developments at the airport	PO9	<u>N</u> umber of consultation events <u>N</u> umber of parties consulted	ONGOING	
		PO5.3.2	Liaise with Southern Water on water quality associated with waste water discharge from the treatment plant for potential impacts to surface water on site	PO9	<u>C</u> ommunications with Southern Water	ONGOING	
		PO5.3.3	Participate in regional water quality projects or Government initiatives as they arise	PO9	<u>N</u> umber of matters involved in	AS REQUIRED	
		PO5.3.4	Apply EMS Site Management Procedure for water quality monitoring to undertake surface and ground water quality testing in accordance with the established monitoring program including provision of results to AEO	PO3	<u>N</u> umber of monitoring events <u>R</u> esults to AEO after each event	ONGOING	
		PO5.3.5	Review established water quality monitoring program and adapt if required (location, frequency, scope) in consultation with the AEO and relevant authorities when applicable	PO3	<u>R</u> eviewed results of each event <u>M</u> odifications to program	FIRST	2011 2012 2013 2014 2015
		PO5.3.6	Investigate the feasibility and risks associated with the construction of a stormwater retention basin for Sinclair Creek, should monitoring results indicate ongoing adverse impacts as a result of increased development	PO7	<u>F</u> easibility / risk assessment undertaken	AS REQUIRED	
<b>PO5.5</b>	Achieve proper understanding of airport soil quality issues, through suitable, including	PO5.5.1	Ensure appropriate investigations of contamination, including ongoing monitoring where indicated, are	PO8	<u>N</u> umber of investigations	ONGOING	

	professional, study, review and monitoring		conducted following any known significant discharge of potentially contaminating substances to ground				
		PO5.5.2	Ensure appropriate investigations of contamination of surrounding soils, including monitoring where indicated, are conducted when storage tanks for potentially contaminating substances, notably fuel and oil, are removed	PO7	<u>Number of investigations</u>		ONGOING
		PO5.5.3	Maintain the Airport's Contaminated Sites Register, with audits and monitoring as required	PO1 PO3	<u>Number of audit and monitoring events</u> <u>Changes to the Register</u>		ONGOING
		PO5.5.4	Maintain the Airport's Register of HIAPL and tenant fuel tanks and scheduled tank testing	PO1 PO3	<u>Number of testing events</u> <u>Changes to the Register</u>		ONGOING
		PO5.5.5	Identify and report on the current status of all storage of potential contaminants on the Airport	PO1 PO3	<u>Report completed</u>	SECON D	2012
		PO5.5.6	Ensure ongoing liaison with government authorities on acid sulphate soils at the airport and effective management strategies to minimise disturbance	PO1 PO9	<u>Number of consultation events</u> <u>Number of mitigative actions</u>		ONGOING
PO6.1	Achieve proper understanding of the Airport's energy and natural resources use, through suitable study, review and monitoring, and of the value and opportunities to pursue sustainability in the use of resources and carbon neutrality in HIAPL's use of energy	PO6.1.1	Participate in studies or assessments initiated by Government or other bodies on regional energy use	PO9	<u>Number of matters involved in</u>		AS REQUIRED
		PO6.1.2	Investigate the feasibility of adopting measures to meet the Tasmania Climate Action Council's recommendations on interim targets and priorities for reducing the state's emissions	PO2 PO9	<u>Feasibility report completed</u>	SECON D	2012
		PO6.1.3	As part of annual audits, monitor the use of natural resources and energy and investigate the feasibility of reduced use, in new development and activities or existing operations	PO1 PO5	<u>Investigations undertaken</u>		ONGOING
		PO6.1.4	Investigate need, feasibility and options for use of re-use waste water from the Southern Water re-use scheme	PO5	<u>Feasibility conducted</u>	THIRD	2014
PO6.3	Achieve proper understanding of waste generation and management	PO6.3.	Consult with relevant State and local authorities to keep abreast of matters	PO9	<u>Number of consultation events</u>		ONGOING

	on the Airport, through suitable study, review and monitoring, and of the value and opportunities to pursue waste reduction	1	of waste management needing to be considered in the operation of the airport or planning and implementation of developments at the airport		Number of parties consulted		
		PO6.3.2	Participate in regional waste management projects or Government initiatives as they arise, including preparation of a waste inventory where the airport evidently makes significant contribution to issues identified	PO9	Number of matters involved in Inventory required Inventory prepared		AS REQUIRED
		PO6.3.3	Periodically review EMS Site Management Procedure for waste management on the airport, for its continuing relevance and effectiveness	PO3	Number of reviews	SECOND	2011 2013 2015
		PO6.3.4	Document hazardous waste generation and disposal practices associated with airport operations, through the annual reporting and auditing process	PO1 PO3	Practices documented	SECOND	2011 2013 2015
		PO6.3.5	Confirm the feasibility of beverage focused recycling facilities within the terminal precinct, subject to operational efficiency and cost-effectiveness	PO5	Recycling initiated in terminal precinct	SECOND	2011
		PO6.3.6	Review requirements under the Tasmanian <i>Environmental Management and Pollution Control (Waste Management) Regulations 2000</i> in relation to government initiatives on Controlled Waste Tracking and apply, where necessary, to the Director EPS for the temporary storage prior to removal by an approved controlled waste removal contractor	PO9	Review conducted  Controlled waste products registered under system	FIRST	2011
PO5.7	Where warranted by identified issues, achieve understanding of on-airport noise emissions, including, where required, their local impact, through suitable, including professional, study, review and monitoring	PO5.7.1	Consult with relevant State and local authorities and the community to keep abreast of matters of noise needing to be considered in the operation of the airport or planning and implementation of developments at the airport	PO9	Number of consultation events Number of parties consulted		ONGOING
		PO5.7.2	Investigate the development of a community-focused noise communications and engagement plan	PO9	Investigation conducted	THIRD	2013
		PO5.7.3	Periodically review EMS Site Management Procedure for the management of noise on the airport, for its continuing relevance and effectiveness	PO3	Number of reviews	SECOND	2011 2013 2015
		PO5.7.4	Arrange noise investigation and assessment in accordance with Australian Standards where noise related complaints (see below) remain	PO2	Number of assessments required / conducted		AS REQUIRED

			unresolved				
<b>Preventing, Controlling or Reducing Environmental Impact</b>							
PO4.2	Apply appropriate procedures and suitably qualified, including professional, resources and relevant organisations to appropriate conservation of known cultural heritage sites	PO4.2.1	Continue to apply EMS Site Management Procedures for the management of cultural heritage areas on the airport, to suitably conserve their values, covering matters including: ...Actions where works are planned on or in the immediate vicinity of known cultural heritage sites; ...Ensuring that required permit processes are determined before intentional destruction or damage of a known relic or site is to occur ...Implementing any grassland/grassy woodland burning regime at a low intensity to minimise adverse impacts to Aboriginal artefacts	PO2 PO3	<u>Number of applications of procedures</u> <u>Number of considerations of permit requirements</u> <u>Number of permits sought</u>	ONGOING	
		PO4.2.2	Comply with cultural heritage management plans for the airport site, and State and Federal legislation relevant to the protection of cultural heritage sites	PO2 PO3	<u>No non-compliances</u>	ONGOING	
		PO4.2.3	Ensure tenants of cultural heritage sites are informed of the heritage values and management plans associated with those sites and understand and comply with those plans for those sites	PO10	<u>Number of information events</u> <u>Number of audits</u> <u>No non-compliances</u>	FIRST	2011 2013 2015
		PO4.2.4	Provide known Aboriginal Heritage sites with suitable demarcation to limit the prospect of accidental disturbance	-	<u>Number of sites reviewed for demarcation</u> <u>Number of sites provided with demarcation</u>	FIRST	
PO4.4	Apply appropriate procedures and suitably qualified, including professional resources and relevant organisations to appropriate conservation of known sites of biodiversity importance	PO4.4.1	Conclude (subject to suitable contract) and implement a Vegetation Management Agreement to manage agreed significant vegetation on the airport for conservation, to include: ...Approaches to compensation, if required, for areas that may be removed from the Agreement, by agreement ...Parameters for determining the success of compensating revegetation and rehabilitation works ...Prioritisation of weeds for control, likely to target State Declared Weeds and weeds representing regional or local issues ...Restrictions on access for inappropriate, events and activities	PO3 PO9 PO10	<u>VMA concluded</u> <u>Number of material actions under VMA</u>	FIRST	2011
		PO4.4.2	Continue to apply EMS Site Management Procedures for the management of biodiversity on the parts of the airport not the subject of a concluded VMA, to suitably conserve	PO2 PO3 PO10	<u>Number of applications of procedures</u> <u>Number of considerations of</u>	ONGOING	

			<p>their biodiversity values, covering matters including:</p> <ul style="list-style-type: none"> <li>...Ensuring that required permit processes are determined before intentional destruction or damage of biodiversity is to occur</li> <li>...Burning regimes for grasslands and grassy woodlands, where recommended for natural regeneration</li> <li>...Humane animal control procedures as determined by population numbers and safety risks to airport operations</li> <li>...Use of native plant species endemic to the area, in landscaping of development sites, where practicable</li> </ul>		<p>permit requirements</p> <p><u>Number of permits sought</u></p>		
PO5.2	Apply appropriate procedures and suitably qualified, including professional, resources to control, reduce and prevent adverse air quality impact	PO5.2.1	Respond to and document air quality complaints submitted by tenants or users of the airport	PO9	<p><u>Number of complaints documented</u></p> <p><u>Number of outcomes</u></p>	ONGOING	
		PO5.2.2	Continue to apply EMS Site Management Procedures for air quality on the airport, to suitably manage air quality, including tenant reporting and auditing in respect of air emissions where applicable	PO3	<p><u>Number of applications of procedures</u></p> <p><u>Number of reports and audits</u></p> <p><u>Report and auditing outcomes</u></p>	ONGOING	
		PO5.2.3	Advise the AEO and relevant Government Departments and obtain necessary permits for any planned vegetation burn off events prior to any burning activity	-	<p><u>Number of burn-offs</u></p> <p><u>Number of notifications and permits</u></p>	ONGOING	
		PO5.2.4	Handle (work with or remove) any asbestos related material in accordance with relevant legislation and Australian Standards	PO2 PO3	<p><u>Number of asbestos handling events</u></p> <p><u>Confirmation of compliant handling</u></p>	ONGOING	
		PO5.2.5	Encourage a gradual phase out of CFCs and CFC-based refrigerators and air conditioners	PO7	<u>Number of replacements</u>	THIRD	2014 2015
		PO5.2.6	Replace diesel fired plant and equipment as opportunities arise	PO7	<u>Diesel systems replaced</u>	AS REQUIRED	
		PO5.2.7	Liaise with Air Services Australia, airlines and ground handling agents on mitigative actions for air quality impacts should their operations cause them	PO9 PO10	<u>Number of mitigative actions defined and resolved</u>	ONGOING	
PO5.4	Apply appropriate procedures, infrastructure and suitably qualified, including professional, resources to control, reduce and prevent adverse water quality impact	PO5.4.1	Respond to and document water quality complaints submitted in respect of receiving waters	PO9	<p><u>Number of complaints documented</u></p> <p><u>Number of outcomes</u></p>	ONGOING	
		PO5.4.	Continue to apply EMS Site Management Procedures for water quality on the airport, to suitably	PO3	<u>Number of applications of procedures</u>	ONGOING	

		2	manage water quality, including tenant reporting and auditing in respect of water pollution control where applicable	PO10	<u>Number of reports and audits</u> <u>Report and auditing outcomes</u>		
		PO5.4.3	Seek interpretation of water quality results and advice on measures to improve water quality where necessary	PO7	<u>Number of sought interpretations</u> <u>Number of measures introduced</u>		ONGOING
		PO5.4.4	Maintain and install, when required, effective physical measures or equipment, including appropriate interception devices, to prevent, control or reduce impacts of airport operations on water quality	-	<u>Number of maintenance events</u> <u>Number of new installations</u>		ONGOING
		PO5.4.5	Continue to identify and pursue opportunities to divert wastewater containing hazardous materials to sewer	-	<u>Number of diversions</u>		ONGOING
		PO5.4.6	Implement water sensitive urban design practices for new developments and retrofit if cost effective opportunity arises	PO1	<u>Number of applications water sensitive urban design</u>		AS REQUIRED
		PO5.4.7	Liaise with Air Services Australia, airlines and ground handling agents on mitigative actions for water quality impacts should their operations cause them	PO9 PO10	<u>Number of mitigative actions defined</u>		ONGOING
<b>PO5.6</b>	Apply appropriate procedures, infrastructure and suitably qualified, including professional, resources to control, reduce and prevent adverse soil quality impact	PO5.6.1	Ensure procedures, infrastructure and trained staff are in place to respond effectively to spills of potentially contaminating substances	PO8 PO10	<u>Number of spill responses</u>	FIRST	2011
		PO5.6.2	Ensure adequate containment and collection systems are installed and maintained for all storage facilities on site	-	<u>Number of new containment systems</u>	FIRST	2011
		PO5.6.3	Ensure required remediation follows any known significant spill involving potentially contaminating substances	PO8	<u>Numbers of remediations commenced and completed</u>		ONGOING
		PO5.6.4	Ensure required remediation of surrounding soils when storage tanks for potentially contaminating substances, notably fuel and oil, are removed	PO7	<u>Numbers of remediations commenced and completed</u>		AS REQUIRED
		PO5.6.5	Continue to otherwise apply EMS Site Management Procedures related to soil quality on the airport, including tenant reporting and auditing in respect of	PO3 PO10	<u>Number of applications of procedures</u> <u>Number of reports</u>		AS REQUIRED

			pollution control where applicable		and audits Report and auditing outcomes		
		PO5.6.6	Liaise with Air Services Australia, airlines and ground handling agents on mitigative actions for soil quality impacts should their operations cause them	PO9 PO10	Number of mitigative actions defined		ONGOING
PO6.2	Apply appropriate procedures, encouragement and suitably qualified, including professional, resources to the reduction of reliance on natural resources, and of energy use, to support sustainability and climate change and initiatives	PO6.2.1	Continue to develop and implement HIAPL's sustainability and carbon neutrality initiatives, <i>potentially</i> including ...energy audits of facilities ...energy saving measures, devices or equipment ...installation of metering and monitoring systems ...calculation of the Airport's carbon footprint	PO5 PO7	Program completed Carbon neutrality certification Audits undertaken Initiatives introduced	SECOND	2013
		PO6.2.2	Adopt any technically and economically sustainable and applicable recommendations of the Tasmania Climate Action Council on interim targets and priorities for reducing the state's emissions	PO5 PO7	Recommendations adopted		AS REQUIRED
		PO6.2.3	Pursue any identified technically and economically sustainable options for waste water re-use	PO5	Options identified / pursued	THIRD	2014
		PO6.2.4	Assist and encourage tenants to adopt sustainable practices, including self audit, within their businesses through education and training provided by HIAPL	PO5 PO10	Two training sessions Number of tenant new audits or initiatives	SECOND	2012 2014
		PO6.2.5	Further develop sustainability guidelines for contactors and tenants to adopt initiatives that consider rainwater harvesting, water reuse and optimise natural lighting in the design phase	PO10	Guidelines developed	THIRD	2015
PO6.4	Apply appropriate procedures, encouragement and suitably qualified, including professional, resources to waste management, waste reduction and feasible recycling	PO6.4.1	Ensure all hazardous waste is disposed by a licenced operator and the AEO is advised of proposed disposal arrangements prior to disposal occurring	PO2	Number of events reported to AEO Confirmation of compliant handling		ONGOING
		PO6.4.2	Ensure general waste, including tenant waste, continues to be routinely collected and disposed of by a licenced contractor	PO2	All waste collected by licenced contractor		ONGOING
		PO6.4.	Ensure Construction Environmental Management Plans (CEMPs) for	PO10	Number of current CEMPs		AS REQUIRED

		3	development contain suitable conditions for waste management and are met by contractors		Confirmation of compliant management		
		PO6.4.4	Assist and encourage tenants to adopt sustainable practices, including self audit, within their businesses through education and training provided by HIAPL	PO10	Two training sessions Number of tenant new audits or initiatives	SECOND	2012 2014
		PO6.4.5	Continue to otherwise apply EMS Site Management Procedure for waste management on the airport, including tenant reporting and auditing in respect of waste management aligned with HIAPL objectives	PO3 PO10	Number of applications of procedures Number of reports and audits Report and auditing outcomes		AS REQUIRED
		PO6.4.6	Assess and make safe any site on the Contaminated Sites Register before any disturbance	-	Number of planned disturbance and assessments		AS REQUIRED
		PO6.4.7	Continue and, as the opportunity arises, increase the re-use of aggregates and other waste building or civil works waste in on-site construction projects	-	Number of re-use events		ONGOING
		PO6.4.8	Manage waste in a manner that minimises risks to aircraft, personal safety and health	PO1	No adverse incidents relating to waste		ONGOING
P05.8	Apply appropriate procedures and suitably qualified, including professional, resources to control, reduce and prevent adverse noise impact	PO5.8.1	Respond to and document noise complaints submitted by tenants or users of the airport or the public	PO9	Number of complaints documented Number of outcomes		ONGOING
		PO5.8.2	Ensure Construction Environmental Management Plans (CEMPs) for development contain suitable conditions for noise and complaint management and are met by contractors	PO10	Number of current CEMPs Number of complaints received Number of complaints resolved		AS REQUIRED
		PO5.8.3	Liaise with Air Services Australia, airlines and ground handling agents on mitigative actions for noise impacts should their operations cause them	PO9 PO10	Number of mitigative actions defined		ONGOING
		PO5.8.4	Participate in the Commonwealth Government Aviation White Paper's planned consultation on noise mitigation schemes	PO2 PO9	Participation in scheme		AS REQUIRED

## APPENDIX 5 STAKEHOLDER AND COMMUNITY ENGAGEMENT

### HOBART AIRPORT ENVIRONMENT STRATEGY 2010-2015

The Preliminary Draft Environment Strategy for Hobart Airport, prepared by Hobart Airport was made available for public comment from 7<sup>th</sup> June 2010 until 30<sup>th</sup> August 2010.

Notification of the availability for comment of the Preliminary Draft Environment Strategy was made by community notices on the Hobart Airport website ([www.hobartairport.com.au](http://www.hobartairport.com.au)) and by advertisement in the Hobart Mercury newspaper.

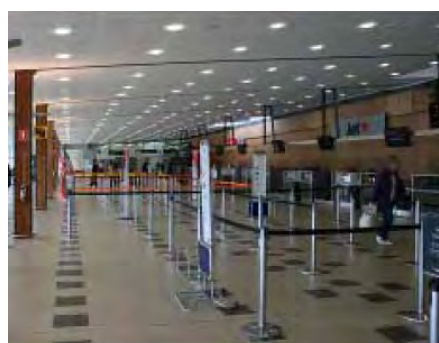
A copy of the Preliminary Draft Environment Strategy was uploaded to the Hobart Airport website. Hard copies of the Preliminary Draft Environment Strategy were made available for viewing within the Hobart Airport passenger terminal, and at other public buildings as advertised, during the public comment period.

Written comments on the Preliminary Draft Environment Strategy could be submitted electronically via the Hobart Airport website [www.hobartairport.com.au](http://www.hobartairport.com.au) or by sending comments to the following contact details:

Email: [kleggett@skm.com.au](mailto:kleggett@skm.com.au)

Mail: Kirsten Leggett  
Hobart Airport Environment Strategy update  
Sinclair Knight Merz  
137 Harrington St, Hobart, 7000

Fax: 03 6224 2325



The community had the opportunity to attend one of three public information sessions during the public comment period which were held in a meeting room within the Hobart Airport passenger terminal. Directions to the venue and times of sessions were made available on the Hobart Airport website at the time of notification of commencement of the public comment period. The sessions provided airport users and members of the public with an opportunity to ask questions or provide feedback on the Preliminary Draft Environment Strategy.

HIAPL has considered and accounted for all comments received during the public comment period and submitted a draft Environment Strategy to the Minister for Infrastructure, Transport, Regional Development and Local Government for his consideration for approval. HIAPL has provided the Minister with copies and a summary of all comments received and demonstrated to the Minister the due regard HIAPL has had to those comments in preparing the draft Strategy, in accordance with the requirements of the *Airports Act 1996* (Section 124 (2)).

Personal details received via public submissions or comments were not made available to the public.



John Langford  
General Manager Operations and Infrastructure  
Hobart International Airport Pty Ltd  
Box 1 Strachan Street  
Cambridge 7170  
Tasmania

Insert Name  
Insert Department  
Insert postal address  
Insert State and post code

HIAPLAES180210

16 February 2010

**Hobart International Airport Environment Strategy Review 2010**

Dear \_\_\_\_\_,

As you may be aware, Hobart International Airport Pty Ltd is in the process of reviewing and updating its Airport Environment Strategy (AES) for 2010. The revised Strategy will replace the current Strategy, prepared in 2005.

An AES creates an overall environmental management framework, against which environmental performance can be monitored and continually improved over the five-year Strategy period. An AES also provides airport operators and tenants with the means to set reasonable and achievable goals and objectives in which to manage the environmental values associated with the airport site.

Stakeholder engagement is a key component of the review process. Stakeholders' involvement provides the mechanism for the identification and appropriate management of potential environmental impacts for both the airport environment and the immediate surrounding State environment.

Your input into this process is considered important and you will shortly be invited to attend one of three stakeholder workshops between 29<sup>th</sup> February and 14<sup>th</sup> March 2010. You will be notified of the venue and time of these workshops shortly. Alternatively, arrangements can be made to receive your comments by telephone if any of the workshops cannot be attended. A public comment period is also scheduled for June and July 2010, following preparation of the Draft AES.

In the meantime, if you have questions prior to these workshops please do not hesitate to contact me on the numbers or email address provided.

I will look forward to your attendance at the scheduled workshops and your contribution to the AES for 2010.

Yours sincerely,

John Langford

General Manager Airport Operations and Infrastructure



John Langford  
General Manager Operations and  
Infrastructure  
Hobart International Airport Pty Ltd  
Box 1 Strachan Street  
Cambridge 7170  
Tasmania

HIAPLAES210510

7<sup>th</sup> June 2010

### **Hobart International Airport Environment Strategy Review 2010**

To Whom It May Concern,

Hobart International Airport Pty Ltd (HIAPL) has prepared a Preliminary Draft of its Environment Strategy for 2010-2015 and invites Stakeholders to comment on the contents of this document. The revised Strategy will replace the current Strategy, prepared in 2005. The AES will be available for public comment from Monday 7 June to Monday 30 August 2010.

Your input into this process is considered important and is a key component of the review stage. Stakeholders' involvement provides the mechanism for the identification and appropriate management of potential environmental impacts for both the airport environment and the immediate surrounding State environment.

Please find attached a copy of the **Preliminary Airport Environment Strategy** (AES) for your inspection and **feedback form** for comment, if required.

Submission of written comment can be made online at Hobart Airport's website: [www.hobairt.com.au](http://www.hobairt.com.au) or by email or post to:

Hobart Airport Environment Strategy  
C/o Sinclair Knight Merz  
137 Harrington Street  
Hobart TAS 7000  
Email: [kleggett@skm.com.au](mailto:kleggett@skm.com.au)

All comments will be received by Monday 30 August 2010.

Yours sincerely,

John Langford  
General Manager Operations and Infrastructure





## ENVIRONMENT STRATEGY

### *Invitation to the Public to comment*

Hobart International Airport Pty Ltd (HIAPL) has prepared a preliminary version of its Draft Environment Strategy (2010-2015) for Hobart Airport and invites public comment about this document. Public comment will assist in producing an environment strategy that fulfils environmental objectives for the airport and will replace the current strategy published in 2005.

Copies of the document for comment are available for inspection by the public as follows, from Monday 7 June to Monday 30 August 2010 inclusive:

- on Hobart Airport website: [www.hobartairpt.com.au](http://www.hobartairpt.com.au)
- at HIAPL's office, Strachan Street, Hobart Airport: 9 am-5 pm weekdays.
- at the Hobart Airport Terminal Building, Departure Lounge: Terminal operating hours.

Copies will also be available at these community locations during their normal operating hours:

- Clarence City Council offices, 38 Bligh Street, ROSNY PARK
- State Library of Tasmania, Bligh Street, ROSNY
- Sorell Council Offices, 12 Somerville Street, SORELL
- State Library of Tasmania, Sorell Branch, Cole Street, SORELL
- Hobart City Council Offices, 16 Elizabeth Street, HOBART
- State Library of Tasmania, 91 Murray Street, HOBART

Copies of the document are also for sale at HIAPL's office. Cost is \$40 plus GST.

The public is also invited to attend any one of three public information sessions about the draft Environment Strategy for 2010-2015. These will be held in the Hobart Airport Terminal on:

- Monday 28 June, 2010 from 9 am to 11 am
- Friday 23 July, 2010 from 12 pm to 2 pm

and at the Cambridge Community Hall, 987 Cambridge Rd, Cambridge, on:

- Wednesday 11 August, 2010 from 10 am to 12 pm.

Feedback forms for making comment on the draft strategy will be available online at the HIAPL website and in hard copy at the above locations. Written comment will be received at any one of the information sessions, online or by email or post to:

Hobart Airport Environment Strategy  
C/o Sinclair Knight Merz  
137 Harrington Street, Hobart Tas 7000  
Email: [kleggett@skm.com.au](mailto:kleggett@skm.com.au)

Written comment will be received until 5 pm on Monday 30 August 2010.

2068973-100605

REF:HIAPLAES131210

13 December 2010

The Hon Anthony Albanese MP  
Minister for Infrastructure and Transport  
PO Box 6022  
House of Representatives  
Parliament House  
**Canberra Act 2600**

Dear Minister,

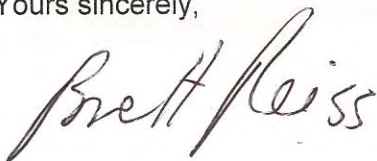
**Hobart International Draft Airport Environment Strategy (AES) 2010 - 2015**

This letter acknowledges that all public comments received from Government stakeholders, tenants and community interest groups as part of the consultation process for the development of the Preliminary Draft Airport Environment Strategy (AES), were given due consideration.

All comments received were reviewed, acknowledged and responded to within the Draft AES. All comments and responses from the Hobart International Airport Pty Ltd (HIAPL) are provided in Appendix 8.

A complete list of Government stakeholders, tenants and community interest groups is provided within Appendix 5 of the Draft AES.

Yours sincerely,



**Brett Reiss**  
Chief Executive Officer  
Hobart International Airport Pty Ltd

REF:HIAPLAES131210a

13 December 2010

The Hon Anthony Albanese MP  
Minister for Infrastructure and Transport  
PO Box 6022  
House of Representatives  
Parliament House  
**Canberra Act 2600**

Dear Minister,

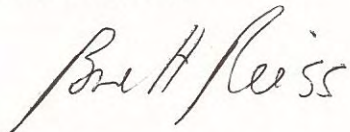
**Hobart International Draft Airport Environment Strategy (AES) 2010 - 2015**

This letter acknowledges that all public comments received from members of the public as part of the consultation process for the development of the Preliminary Draft Airport Environment Strategy (AES), were given due consideration.

All comments received were reviewed, acknowledged and responded to within the Draft AES. All comments and responses from the Hobart International Airport Pty Ltd (HIAPL) are provided in Appendix 8.

One comment was received from a member of the public, Mr Ben Clark of South Hobart, Tasmania. No other comments from members of the public were received as part of the AES consultation process.

Yours sincerely,



**Brett Reiss**  
Chief Executive Officer  
Hobart International Airport Pty Ltd

## Stakeholder List and Contacts

Company/Department	Addressee	Company/Department	Addressee
DPIPWE	Ellis Cox	Autorent Hertz Pty Ltd	Wayne Debnam
DPIPWE	Joseph Tranter	Avis	George Proos
DPIPWE	Jamie Clarke	BCS	Bob Bedford
DPIPWE	Bill Wilson	BP Retail Fuel Outlet / Reliance Petroleum Pty Ltd	Nigel Hickman
DPIPWE	Andrew Harvey	Budget Rent a Car	Adrian Nillsen
DPIPWE	Stephen Pratten	Bureau of Meteorology	Geoff Fulton
DPIPWE - AHT	Vicki Wills	Big 4 Caravan Park	Steve Yannarakis
Parks and Wildlife Service	Gary Davies	Delaware (C A One Services)	Todd England
DEWHA - EPBC	Sylvana Maas	Europcar/BAJV	Erin Purcell
DEWHA - Australian Heritage Council	Sylvana Maas	Grunt's Crane Hire	Grant Jarvis
TALSC	Fiona Newson	Hydro Tasmania	Brian Giles
SETAC	Faye Tatnell	Jetstar Airways	Daryl Jazownik
DIER	Norm McIlfratrick/Phil Cook	Little Bee Early Learning and Child Care Centre	Wayne Lewin
Clarence City Council	Ian Preece	Monmouth Pony Club	The Secretary
Seven Mile Beach Coast Care Group	Janelle Dennis	Nice and Fresh (Nick Noutsatos/FCM)	Nick Noutsatos
AEO	John Parkinson	Power Cleaning (Aust) P/L	The Manager
Southern Water	Mike Paine/Russell Fox	Qantas Airways Limited	Steve Harris
Birds Tasmania	Eric Wohler	Red Dragon Seafoods	Michael Blake
Seven Mile Beach Coast Care Group	Leah Page/Stephanie Murfet	Red Spot Car Rentals	The Manager
Southern TAS Weed Strategy	Sandy Leighton	Reliance Petroleum Pty Ltd	John Brennan
Southern Tasmanian Councils Authority	David Lovell	Rotor Lift	Susan Stanley
Hobart City Council	David Hunn	Helicopters/Skytrek	
DIER	Nick Heath	Skygypsy Superannuation Fund	Murray Wilkes
Aerocare/Tiger/Virgin	Glenn Tambling	Skytraders	Norman Mackay
Air BP	Matt Davis	Sultan Holdings	Tim Lucas
Airport Hotel	Sam Banks	Tas Fishing	John Orchard
Airservices Australia	Pat Mezzatesta	Tasair Pty Ltd	George Ashwood
Airservices Control Tower	Steve Yannarkis	Tasmania Campervan Rentals	Loretta and Andy Thompson
Apollo Campervan Rentals	Allison Price/Paula McMahon	Thrifty Car Rentals	Rob Macdonald
AQIS (Quarantine)	John Glass	Toll Air Express	Garry Jacobson
Australian Air Express	Britz Campervan Rentals	Tourism Holdings/Britz Maui	Brian & Helen McCullough/Brett Priest
Australian Antarctic Division	Rhonda Hall	Virgin Blue Airlines Pty Ltd	Virgin Blue Administration
Australian Federal Police	Scott Cleary	World Link / Marine International	Joe Isaacs
Australian Greens	Steve Daw	Wyndarra Super Scheme	Ian Holmes
Australian Way Pty Ltd	Andrew Loring	Zentel Pty Ltd	Michell Warren
	Alison Hetherington		
	Mark Priest		

## APPENDIX 6 LEGISLATIVE REQUIREMENTS

### AIRPORTS ACT 1996

Section	Sub-Section	Legislative Requirement	Section in AES
116	2(a)	HIAPL's objectives for environmental management at the airport	-Refer to Environmental Policy in Appendix 2 - Management Action Plans (MAPs) Chapter 7 - Section 1.3:Key Environmental Objectives
	2(b)	The areas, if any, within the airport site which HIAPL, in consultation with State and Federal conservation bodies, identifies are environmentally significant	Refer to Chapter 5
	2(c)	The sources of environmental impact associated with airport operations	- Refer to Chapters 6 and - Refer to Chapter 7 and Potential Source of Environmental Impact for each environmental value
	2(d)	The studies, reviews and monitoring to be carried out in connection with the environmental impact associated with airport operations	-Refer to each of the MAPs in Chapter 7 and Monitoring and Reporting sub-sections -Appendices 3 and 4 -Section 3.4: Environmental Reporting
	2(e)	The timeframes for completion of those studies and reviews and for reporting on that monitoring	-Refer to each of the MAPs in Chapter 7 - Section 1.3:Key Environmental Objectives
	2(f)	The measures for preventing, controlling or reducing the environmental impact associated with airport operations	-Refer to each of the MAPs in Chapter 7
	2(g)	The timeframes for the completion of those measures	-Refer to each of the MAPs in Chapter 7 - Section 1.3:Key Environmental Objectives
	2(h)	Details of the consultations undertaken in preparing the strategy (including the outcomes of the consultations)	-Refer to Chapter 2 -Appendix 5
	2(j)	Such other matters, if any, as specified in the Regulations	-Refer to Regulations legislation summary below
	124,131	1	Publish a public notice advising the availability, place and timing for inspection and purpose of the Draft AES and make sure the Strategy is complied with
1(a)		Anyone who carries out activities at the airport, must take reasonable steps to ensure compliance with the Strategy	-Refer to Chapter 2 - Refer to Chapter 5 -Refer to each of the MAPs in Chapter 7 -Appendix 5

### AIRPORT (ENVIRONMENT PROTECTION) REGULATIONS 1997

Clause	Division	Legislative Requirement	Section in AES
3.03	2	Sites of indigenous significance	-Refer to Section 3.1 -Refer to Section 5.1: Areas of Environmental Significance
3.04 (1) and (2)	2	(1) Strategy for management of operations other than airport operations (2) The matters mentioned in Division 3	-Refer to Chapter 4 -Refer below for Division 3 matters
3.05 (a)(b)(c)	2	(a) Training necessary for appropriate	-Refer to Section 3.3:

		environment management by persons employed on the airport site by HIAPL or other major employers (b) Any formal training programs of which HIAPL is aware, that it considers would meet the training needs of a person	Implementation -Refer to Section 4.1: Training
3.06 (a)	3	Continuous improvement in the environmental consequences of activities at the airport	-Refer to Section 3.6: Continuous improvement
3.06 (b)	3	Progressive reduction in extant pollution at the airport	-Refer to Section 1.4: Notable changes since 2005 -Refer to Section 4.1: Reduction in existing pollution
3.06 (c)	3	Development and adoption of a comprehensive EMS	-Refer to Section 3.3: Implementation
3.06 (d)	3	Identification and conservation of matters with indigenous, natural and heritage value	-Refer to Section 5.1: Identification and Conservation – Natural, Aboriginal and Heritage Values
3.06 (e)	3	Involvement of the local community and airport users in the development of any future Strategy	-Refer to Section 4.1: Involvement of local and airport communities
3.06 (f)	3	Dissemination of the Strategy	-Refer to Section 4.1: Dissemination of the AES
3.07	3	Environmentally significant areas	-Refer to Section 5.1: Areas of Environmental Significance -Refer to Section 7.2: Biodiversity
3.08 (a)	3	Sources of environmental impact – Air	-Refer to Section 7.3: Air quality including Ozone Depleting Substances
3.08 (b)	3	Sources of environmental impact – Water	-Refer to Section 7.4: Water Quality – surface and groundwater
3.08 (c)	3	Sources of environmental impact – Soil	-Refer to Section 7.5: Soil Quality
3.08 (d)	3	Sources of environmental impact – Ozone depleting substances	-Refer to Section 7.3: Air quality including Ozone Depleting Substances
3.08 (e)	3	Sources of environmental impact – Waste	-Refer to Section 7.7: Waste Management
3.08 (f)	3	Sources of environmental impact – Natural Resources	-Refer to Section 7.6: Energy and Natural Resources – including climate change
3.08 (g)	3	Sources of environmental impact – Energy including emissions known as “greenhouse gases”	-Refer to Section 7.6: Energy and Natural Resources – including climate change
3.08 (h)	3	Sources of environmental impact – Noise	-Refer to Section 7.8: Noise
3.09 (a)	3	Proposed studies, review and monitoring for matters mentioned in Regulations 3.03, 3.07 and 3.08	-Refer to each of the MAPs in Chapter 7
3.09 (b)	3	Scope for conservation of objects and matters with indigenous, natural or heritage value	-Refer to Section 5.1: Areas of Environmental Significance -Refer to Section 7.1: Cultural Heritage -Refer to Section 7.2: Biodiversity
3.09 (c)	3	Approaches, measures identified as preferred conservation approaches and measures	-Refer to Section 7.1: Cultural Heritage and relevant MAP -Refer to Section 7.2: Biodiversity and relevant MAP
3.09 (d)	3	Professional qualifications of persons engaged in monitoring	-Refer to Section 4.1: Monitoring personnel
3.09 (e)	3	Proposed systems of testing, measuring and sampling to be carried out for possible or expected pollution or excessive noise	-Refer to Section 4.1: Testing, measuring and sampling systems -Refer to Chapter 7

<b>3.09 (f)</b>	3	Proposed frequency of routine monitoring and reporting results to the AEO for the airport, or to the Secretary	-Refer to Section 3.4: Environmental Reporting
<b>3.10</b>	3	Specific measures to be carried out by HIAPL to prevent, control or reduce the environmental impacts associated with airport operation must be specified	-Refer to each of the MAPs in Chapter 7
<b>3.10 (a)</b>	3	The matters mentioned in Regulations 3.06, 3.07 and 3.08 must be addressed	-Refer to Chapter 3 -Refer to each of the MAPs in Chapter 7
<b>3.10 (b)</b>	3	Means proposed to achieve the cooperation of other operators of other undertakings at the airport in carrying out those plans	-Refer to Chapter 2 -Refer to Chapter 4 -Refer to each of the MAPs in Chapter 7
<b>3.11</b>	3	Sublessees and licences at the airport are aware of HIAPL's final AES and of any approved variation of the Strategy	-Refer to Public Comment insert (page 2) -Refer to Chapter 2

## APPENDIX 7 SITE MANAGEMENT PROCEDURES

Actual prevention, control or reduction measures are also included in the Site Management Procedures (SMPs) of which a summary is provided in Appendix 7. The measures may be actual measures by HIAPL or others for prevention, control or reduction, the encouragement of others to take measures or the production and use of documentation about the measures. The SMPs form part of HIAPL's Environmental Management System which has been developed (Draft) in 2010 to reflect the requirements of ISO 14001:2004 Standard. These connections aim to ensure that mitigation of environmental impact becomes part of normal site operations, and are not just seen as a separate set of actions to be implemented independently from normal operations.

### **Sector: Management of buildings and other installations**

- HIA Procedure SMP – 01: Storage and Handling of Contaminating Substances
- HIA Procedure SMP – 02: Asbestos Management
- HIA Procedure SMP – 03: Air Quality and Noise
- HIA Procedure SMP – 04: Waste Management

The responsibility for measures associated with the buildings areas and other installations is shared between HIAPL, its tenants in areas subject to leasing and various itinerant users such as the military, emergency services, bulk fuel transporters and freight transfer operators. HIAPL works with all these to implement measures that minimise potential impacts from hazardous materials.

### **Sector: Waters management**

- HIA Procedure SMP – 06: Stormwater Runoff and Control

The responsibility for measures associated with 'outflow' waters at the airport is shared between HIAPL, its tenants in areas subject to leasing arrangements and, potentially, itinerant users of the airport. HIAPL intends to work with tenants as appropriate to implement measures to minimise potential impacts from hazardous materials.

HIA Procedure SMP – 05: Wastewater Treatment and Reuse is no longer applicable to airport operations following the decommissioning of the Wastewater Treatment Plant.

### **Sector: Grounds management**

- HIA Procedure SMP – 07: Protection of Special Conservation Areas and Values
- HIA Procedure SMP – 08: Revegetation and Contractor Maintenance
- HIA Procedure SMP – 09: Mowing and Other Contractor Activity Disturbance
- HIA Procedure SMP – 10: Weed Control
- HIA Procedure SMP – 11: Burning
- HIA Procedure SMP – 12: Feral Animal Control

HIAPL is solely responsible for ensuring the unleased grounds at the airport are maintained to a standard that ensures safe, efficient and profitable but environmentally responsible and compliant operation of the airport and its site.

**Whole of site**

- HIA Procedure SMP – 13: Site Environmental Awareness
- HIA Procedure SMP - 14: Internal Environmental Auditing
- HIA Procedure SMP – 15: Environmental Monitoring

HIAPL ensures staff awareness and training is provided on environmental issues and encourages internal site assessments, audit and reporting and initiates follow-up action.

## APPENDIX 8 SUMMARY OF FEEDBACK FROM CONSULTATION PROCESS

## Public Comment on Preliminary Draft AES 2010-2015

Date of receipt	Name	Organisation	Area of Interest	Comments	HIAPL Response	Location within AES
20-Jun-10	Ben Clark	NA	Energy Waste Management Greenhouse gas & climate change	<p>Pleased to see Airport acknowledges it needs to ramp up public place recycling as current absence is not good given how widespread recycling is now. Also suggest the Airport consider installing renewable energy in form of heat pumps or solar hot water, and solar PV to reduce reliance on grid supply. Adelaide Airport is the leader in this regard, with extensive solar array on their roof. There should also be a cap on total flights into Hobart (and all airports) to limit greenhouse emissions from plane flights. Need to include in MAPs: specific comments re installation of heat pump, solar hot water, solar PV as targets e.g. generate 75% of hot water energy demand from renewable sources on site by 2015, and cap flights so baseline emissions (at 2010) are not exceeded by 2015.</p>	<p>HIAPL recognises the importance of appropriate and sustainable measures, no matter how small, to reduce consumption on natural resources and increase energy efficiency. The airport uses energy from combined sources including the hydro-electric scheme and the gas pipeline which is more favourable than using energy derived from coal generated supplies. During terminal redevelopment building design incorporated features to make best use of natural light and heat within the constraints of the site. HIAPL states in the MAP for this environmental value that they will:</p> <ul style="list-style-type: none"> <li>- Continue to develop and implement HIAPL's sustainability and carbon neutrality initiatives, potentially including:                             <ul style="list-style-type: none"> <li>(a) energy audit of facilities;</li> <li>(b) energy saving measures, devices or equipment</li> <li>(c) installation of metering and monitoring systems</li> <li>(d) calculation of the Airport's carbon footprint</li> </ul> </li> </ul>	<p><b>Section 7.6 - Energy and Natural Resources - including Climate Change and Greenhouse Gas Emissions.</b></p> <p>In order to reduce energy consumption and to develop appropriate targets, HIAPL will conduct baseline energy audits of the terminal building and encourage individual business operations to do the same. Energy efficient practices and design will also be incorporated into the design and re-development of buildings for HIAPL. Relevant MAP for this Environmental Value.</p>
5-Aug-10	Fionna Bourne	Resource Management and Conservation Branch, Department of Primary Industries, Parks, Water & Environment (DPIPWE)	Biodiversity	<p>The Strategy is not informed by a site wide fauna survey. There are a number of fauna species listed under the Tasmanian <i>Threatened Species Protection Act 1995</i> that are known to occur within the immediate area and could potentially utilise the site that have not been identified in the fauna section on page 50. It is recommended that the commitment within the Strategy to undertake ongoing biodiversity surveys include conducting fauna assessments over the whole site. The commitment to conduct ongoing biodiversity surveys should be made more explicit, as it is unclear what this commitment entails.</p>	<p>HIAPL recognises the importance of obtaining comprehensive information on biodiversity values at the Airport and that this information must include both flora and fauna. HIAPL are committed to undertaking a whole of site assessment on biodiversity values early in the term of the AES and this investigation will include both flora and fauna values. This information will be updated on a continual basis as the need arises. HIAPL will alter the commitment within the AES (Biodiversity MAP) to include flora and fauna.</p>	<p><b>Section 7.2 - Biodiversity</b></p> <p>HIAPL intends to update its flora and fauna studies on a regular basis to ensure that any recently listed species or de-listed species area captured in reports and incorporated into environmental management programs or procedures. In particular, the whole-of-airport baseline flora and fauna assessment is intended to be updated at the start of the term of this AES, as part of the need to address the listing of Lowland Native Grasslands of Tasmania and its consequences for planning and development of the airport.</p> <p><b>Biodiversity MAP commitment:</b></p> <p>P04.3.3 - Continue to conduct site surveys for biodiversity values (<b>flora and fauna</b>) as required for development and operation initiatives at the airport.</p>

5-Aug-10	Fionna Bourne	Resource Management and Conservation Branch, Department of Primary Industries, Parks, Water & Environment (DPIPWE)	Biodiversity	Clarification is required regarding the application of relevant State legislation, for example the <i>Threatened Species Protection Act 1995</i> and the <i>Weed Management Act 1999</i> , over the site. It is recommended that the issue is discussed in Section 3.1.	The Airport is located on Commonwealth Land and as such is subject to Commonwealth legislation in the first instance. HIAPL understand that State legislation is also critically important to the management of the site and treat State legislation with importance, particularly to environmental values. Relevant State legislation is applicable to a number of the environmental values across the site and therefore are acknowledged but not individually mentioned in Section 3.1. Relevant State legislation has been added to the text in Section 3.1 to accommodate this recommendation.	<p><b>Section 3.1 Legislative Mechanisms</b></p> <p>Numerous other forms of legislation are applicable to Hobart Airport at the Commonwealth and State level and are mentioned where applicable within the AES. The key relevant State legislation includes, but is not limited to the following:</p> <ul style="list-style-type: none"> <li>- Tasmanian <i>Threatened Species Protection Act 1995</i>;</li> <li>- <i>Weed Management Act 1999</i>;</li> <li>- <i>Environmental Management and Pollution Control Act 1994</i>;</li> <li>- <i>State Policy on Water Quality Management 1997</i>;</li> <li>- <i>State Coastal Policy 2006</i>;</li> <li>- <i>Nature Conservation Act 2002</i>.</li> </ul> <p>All relevant legislation aspects pertinent to the Act and Regulations, and where they are addressed within the AES, is summarised in Appendix 6.</p>
5-Aug-10	Fionna Bourne	Resource Management and Conservation Branch, Department of Primary Industries, Parks, Water & Environment (DPIPWE)	Biodiversity	Section 5.3 should refer to the geoconservation feature "Seven Mile Beach Spit" listed on the Tasmanian Geoconservation Database, as it occurs within the site. There are two known potential acid sulphate soils sites located within the airport boundary in addition to another area considered as having high acid sulphate soil potential. The issue has not been addressed in the Strategy.	The AES has not addressed acid sulphate soil within the airport boundaries. This issue was not addressed in previous AES documents and the exact locations of these sites are not known. HIAPL understand that these sediments typically occur in low-lying coastal areas, backswamps and in estuarine environments. The acid drainage resulting from the disturbance of acid sulphate soils can dissolve and mobilise toxic metals which can enter the receiving environment, causing serious damage to the aquatic ecosystem. HIAPL also understand from reports that the likelihood of potential acid sulphate soils occurring in south east Tasmania is minimal. HIAPL will include within Section 5.3 a section on acid sulphate soils and the risks involved in the disturbance of soils of this nature. HIAPL will liaise with DPIPWE in order to better understand the location of the acid sulphate soils within Airport boundaries and explore methods and develop protocols around minimising the disturbance of these soils.	Included in <b>Section 5.3 and Section 7.5 - Soil Quality - Soil Contamination</b>

5-Aug-10	Fionna Bourne	Resource Management and Conservation Branch, Department of Primary Industries, Parks, Water & Environment (DPIPWE)	Biodiversity	<p>While weeds have been identified in the Strategy as an issue of concern, it is recommended that a Weed Management Plan (WMP) be developed for the site. The WMP should also include a weed hygiene component that covers hygiene protocols for vehicles, machinery and equipment that move either from external areas into the site or vice versa. The weed hygiene component should also cover material (soil, gravel, vegetative) hygiene, ensuring that any material imported into or exported out of the site are free of any propagatable weed material from declared or significant environmental weeds. The WMP should be developed in such a way that it can be used and easily understood by works/maintenance staff and contractors involved in works at the airport. The Department's Weed Management Section would be available for consultation regarding the development of a weed management and hygiene strategy for the site.</p>	<p>HIAPL have in place a Site Management Procedure (SMP 10: Weed Control) for the airport grounds. All contractors are trained and informed on weed management procedures including safety procedures and use of chemicals, and methods used to target specific weeds. Weed infestations are controlled through regular inspections and treatment applied in the appropriate season. HIAPL contractors have been able to keep weed infestations under control with minimal spread by regular inspection and knowledge of the weeds on site. As such, HIAPL has not seen the need to develop a weed management plan for the site when weed infestations are minimal and controlled regularly. HIAPL will add to the AES that a review of the SMP 10: Weed Control will occur late in the Strategy term and that hygiene protocols for vehicles, machinery and equipment will be included. Weed hygiene will also extend to cover material that is brought on site for construction purposes or development works.</p>	<p><b>Section 7.2 - Biodiversity</b> Weed mapping is intended to be undertaken early in the term of this AES. The monitoring of weed infestations through mapping techniques are intended to provide an additional measure in which weed dispersal can be monitored and controlled. This is particularly important in areas within close proximity to the green zones and other sensitive areas such as the coastal and saltmarsh environment beyond the airport's boundaries. A review of the SMP 10: Weed Control will occur late in the Strategy term and that hygiene protocols for vehicles, machinery and equipment will be included. Weed hygiene will also extend to cover material that is brought on site for construction purposes or development works.</p>
5-Aug-10	Fionna Bourne	Resource Management and Conservation Branch, Department of Primary Industries, Parks, Water & Environment (DPIPWE)	Biodiversity	<p>Page 106 lists four Declared Weeds under the <i>Weed Management Act 1999</i> currently being managed on site, however two other serious Declared Weeds have also been recorded for the area, Serrated Tussock and Cut-leaf Night Shade. Serrated Tussock is also a Weed of National Significance. Cut-leaf nightshade is confined to the Seven Mile Beach spit, where it is quite widespread. The potential for these weeds to occur on site should be a consideration of ongoing weed management at the site.</p>	<p>HIAPL are committed to weed management control within the Airport site boundaries and this commitment is reflected in Section 7.2 Biodiversity MAP. Weed mapping is intended to be undertaken early in the term of this AES and will target Declared Weeds at the State level and Weeds of National Significance (WONS).</p>	<p><b>Section 7.2 - Biodiversity MAP</b> P04.4.1 Prioritisation of weeds for control, likely to target State Declared Weeds, Weeds of National Significance (WONS) or weeds representing regional or local issues.</p>

5-Aug-10	Fionna Bourne	Resource Management and Conservation Branch, Department of Primary Industries, Parks, Water & Environment (DPIPWE)	Biodiversity	<p>The Strategy makes frequent reference to the Vegetation Management Agreement (VMA) as a mechanism for the management of flora values on site. Given that the agreement has been in development for some time and has not yet been finalised, consideration should be given for interim management measures to be explicitly stated within the Strategy pending the finalisation and implementation of the VMA. Following this the Strategy could then be amended to include the agreement.</p>	<p>The Vegetation Management Agreement is an important tool for the management of biodiversity values at the Airport. The VMA has undergone further negotiations with the Commonwealth due to recent changes in the listing of Tasmanian lowland native grasslands under the <i>Environmental Protection and Biodiversity Conservation Act 1999</i>. These changes are documented in detail under Section 1.4. The balance of use and conservation of this land has involved extensive consultation with relevant Government departments at the State and Commonwealth level, with an outcome expected in 2010. HIAPL's current SMP: HIA Procedures provides the interim management measures and procedures to adequately manage the biodiversity values at the Airport.</p>	<p><b>Section 1.4 Notable Changes since 2005</b> - Proposed Conclusion of the Vegetation Management Agreement.  <b>Preferred Conservation Measures for Biodiversity Values</b>  -Vegetation Management Agreement (VMA)  -EMS  -AES  -HIA Procedure SMP – 07: Protection of Special Conservation Areas and Values  -HIA Procedure SMP – 08: Revegetation and Contractor Maintenance  -HIA Procedure SMP – 09: Mowing and Other Contractor Activity Disturbance  -HIA Procedure SMP – 10: Weed Control  -HIA Procedure SMP – 11: Burning  -HIA Procedure SMP – 12: Feral Animal Control  -HIA Procedure SMP – 13: Site Environmental Awareness</p>
18-Aug-10	Eric Woehler	Birds Tasmania	Biodiversity	<p>We wish to correct the statement in Section 7.4 WATER QUALITY – SURFACE AND GROUND WATER, on page 69: "... other contributors to water contamination would be faecal matter from wildlife particularly birds and small mammals..." As birds have used the wetlands for thousands of generations, and are an integral part of the ecosystem including nutrient cycling, there is no "contamination" issue as the ecosystem has functioned with this source of nutrients for millennia. Thus we believe that it is inappropriate to describe this nutrient source as contributing to water "contamination".</p>	<p>Text within the mentioned paragraph has been altered to read "Other contributors to water quality..."</p>	<p><b>Section 7.4 Water Quality</b>  Other contributors to water quality would be faecal matter from wildlife, particularly birds and small mammals in the estuarine part of Sinclair Creek, and contaminants from outside the airport boundary.</p>

18-Aug-10	Eric Woehler	Birds Tasmania	Biodiversity	<p>We have a number of concerns: these are (1) the possible leak of sewage from the treatment facility into Barilla Bay, (2) the discharge from the storm-water drain into the Lower Pitt Water via Sinclair Creek, and (3) the adoption of best-practice guidelines and protocols regarding water quality in the area.</p>	<p>HIAPL acknowledge within the AES (Section 7.4) that "Most of the operations and activities at Hobart Airport connect with this drainage system and while Hobart Airport has developed a range of risk mitigation strategies, there does exist the potential to have a polluting affect on the storm water quality. This in turn provides the potential to have a polluting effect on receiving waters. HIAPL conduct routine water quality monitoring downstream of stormwater discharge points. The analysis and interpretation of results provides for the early detection of potentially harmful contaminants that may be present within the stormwater system. HIAPL also conduct intermittent sampling during peak flow events when contaminants are more mobile during heavy flows. HIAPL document the regular, intermittent or potential sources of impact on water quality including the Southern Water waste water treatment plant, discharge from stormwater via Sinclair Creek, and liaise with the AEO on these matters.</p>	<p><b>Section 7.4 Water Quality</b>  HIAPL already has a number of long-established measures in place to prevent, control or reduce environmental impact on the waters of and around the site. These avoidance and mitigation measures have been identified through day to day operation and development of the site and internal environmental audits over recent years. HIAPL engage qualified consultants to conduct regular water quality sampling regimes and have developed Site Management Procedures to manage and monitor water quality issues. Protocols for the management of water quality at the Airport are included in</p> <ul style="list-style-type: none"> <li>- Aircservices Fire Training exercise reports</li> <li>- HIA Procedure SMP – 01: Storage and Handling of Contaminating Substances</li> <li>- HIA Procedure SMP – 06: Stormwater Runoff and Control</li> <li>- HIA Procedure SMP – 14: Internal environmental auditing</li> <li>- HIA Procedure SMP – 15: Environmental Monitoring</li> <li>- Aerodrome Manual – Emergency Spill Response</li> </ul>
18-Aug-10	Eric Woehler	Birds Tasmania	Biodiversity	<p>Pitt Water/Orielton Lagoon, including Barilla Bay is a Ramsar site, recognised internationally for its wetland values, including birds. Any leakage of sewage from the treatment facility into Barilla Bay would likely result in algal blooms through artificial enrichment of these water bodies, resulting in a deterioration of habitat quality and feeding opportunities for resident and migratory birds species, many of which are protected under State and Federal legislations. In the event of any leakage, a prompt response is critical to minimise any impact to the resident and migratory birds that may be present at the time.</p>	<p>HIAPL is aware of the importance of Pitt Water/Orielton Lagoon, including Barilla Bay as a nationally important RAMSAR site and the importance of ongoing water quality monitoring to ensure the perpetuity of the values it contains. Ongoing surface water quality monitoring of the airport's watercourses for particular purposes provides the additional benefit, if required, of identifying the inputs to the receiving waters of Pittwater/Orielton Lagoon for its contributing effect on the bird life and other fauna that utilize the Ramsar-listed wetland as a food source and/or breeding refuge. All monitoring and reporting activities relating to biodiversity values are to be conducted in consultation with the AEO and relevant State and Commonwealth Government agencies.</p>	<p><b>Section 7.4 Water Quality</b>  Prompt responses to accidental spills and leakages are currently addressed within the AES through the HIA SMP's outlined above and the Emergency Spill Response within the Aerodrome Manual. Environmental spill responses are also addressed within the Emergency Response section of 7.4 (page 73).</p>
18-Aug-10	Eric Woehler	Birds Tasmania	Biodiversity	<p>We are aware of the water quality monitoring of the storm-water drains by Millin EMS Pty Ltd. We believe that the current mechanism regarding the prevention of rubbish entering Sinclair Creek, and then into the Lower Pitt Water, may be inadequate and that additional efforts and mechanisms are required to eliminate any rubbish entering Sinclair Creek in the future. Migratory and resident shorebirds feed and roost along Five Mile Beach in close proximity to the mouth of Sinclair Creek, and would be adversely affected by any discharge of rubbish in the area.</p>	<p>A number of drains across the site contain litter or other solid waste on occasions. Some of these drains flow into lower Sinclair Creek. A notable contributor to this impact is the terminal and carpark areas used by the public. HIAPL has embarked on investigation of simple, manageable trapping of this waste near source by trialling a customised litter trap within the drain outside the terminal building. The trap has been installed mid 2010 and will be assessed on its efficiency and benefit to the site.</p>	<p><b>Section 7.7 Waste Management (page 90)</b></p>

18-Aug-10	Eric Woehler	Birds Tasmania	Biodiversity	We believe that it is critical to adopt best-practice guidelines and protocols regarding water quality in the area to ensure a minimal risk to the natural values of the area, particularly water quality as it has a substantial and immediate adverse affect on the birds in the area. It is essential to ensure that there is ongoing surveillance of the storm water drainage system.	Since the decommissioning of the wastewater treatment plant, the potential sources of impact to Sinclair Creek have been greatly reduced. The surface water quality regime for Sinclair Creek as well as periodic sampling following heavy rainfall is aimed at assessing storm runoff effects on downstream water quality. This will allow potential effects on Barilla Bay in the north and Lower Pitt Water to the east to be determined. The sampling locations will remain consistent with historic monitoring carried out at the site so that long term water quality trends can be analysed. Monitoring parameters and results for each year are provided in the AER.	<b>Section 7.4 Water Quality</b>
18-Aug-10	Eric Woehler	Birds Tasmania	Biodiversity	As a further contribution to maintaining highest-possible water quality for the area, it is essential that phosphate-free detergents are mandatory for the rental car-wash facilities. Phosphate contributes to potential nutrient enrichment that results in algal blooms, and the potential for such blooms is reduced by eliminating the use and discharge of phosphate.	HIAPL acknowledge that contributors to water quality include "Vehicle and equipment wash-down bays, notably of the vehicle rental operators." HIAPL are also aware that "Hydrocarbons, solvents and/or detergents, stored or used at a variety of locations where at least drips or minor leakages may readily occur, are a particularly likely potential source of impact on water quality."The wash bay at the HIAPL compound, at which HIAPL vehicles and plant and vehicles operated by LoCost and Bargain rental vehicles are routinely washed, has sludge settlement pits both at the car wash and in-line within the piped drainage. The discharge is to the stormwater drainage system along Gatty Street. Various minor contaminant storage facilities operated on site by tenants, including fuel, oils and chemicals have collection systems, include bunding and settling sumps for retention of contaminants."	<b>Section 7.4 Water Quality</b> The Management of runoff from these sources are addressed in: - HIA Procedure SMP – 14: Internal environmental auditing - HIA Procedure SMP – 15: Environmental Monitoring HIAPL also state that "During the development of new rental car vehicle washing facilities and relocation to them, stormwater and sewerage lines are audited to assess sources and loads of detergents and a move to phosphate-free detergents will continue to be encouraged." <b>Water Quality MAP</b> P05.4.1 - Respond to and document water quality complaints submitted in respect to receiving waters.
25-Aug-10	Sylvana Maas	Department of Environment, Water, Heritage and the Arts (DEWHA)	Biodiversity	Environmentally Significant Areas (ESA's) (as per Regulation 3.07 of the Airports (Environment Protection) Regulations 1997) have not been mapped or described.	This point was addressed on review of the Exposure Draft. Maps now exist within the AES that represent the Airport's important Vegetation Communities (Figure 5-1), location of threatened species (Figure 5-2) and the recently EPBC listed Lowland Native Grasslands of Tasmania (Figure 5-3).	<b>Section 5.1 Environmental Areas of Significance</b>
25-Aug-10	Sylvana Maas	Department of Environment, Water, Heritage and the Arts (DEWHA)	Biodiversity	Part 5.1 of the exposure draft says that there are no changes in the ESA's from the 2005 ES, but does mention what they are.	The AES states in Section 5.1 that..."There have been no other changes in knowledge during the term of the 2005 AES that allows HIAPL to be able to propose a changed identification of significant areas in drafting this AES." This relates to changes regarding significant areas. HIAPL acknowledge the change in the listing of the Lowland Native grassland. All other documents received from studies (such as the Aboriginal Heritage Management Plan) provide no further changes to knowledge of the environmentally significant areas as the site.	<b>Section 5.1 Environmental Areas of Significance</b>

25-Aug-10	Sylvania Maas	Department of Environment, Water, Heritage and the Arts (DEWHA)	Biodiversity	The exposure dES states on page 42 that "There has been no change in knowledge during the term of the 2005 AES that allows HIAPL to be able to propose a changed identification of significant areas in drafting this AES". Yet it also states that "The Commonwealth's listing of Lowland Native Grasslands of Tasmania in mid 2009, as critically endangered under the Environment Protection and Biodiversity Conservation (EPBC) Act 1996, is a change in environmental standing that may in due course require re-identification of the existing "green zone" areas that are environmentally significant". Given that a substantial part of the project area has this ecological community, this should be considered a significant "change in knowledge", and as such the ESA's do need to be updated from the previous dES.	As per point above. The AES states that there have been no <b>other</b> changes.	<b>Section 5.1 Environmental Areas of Significance</b>
25-Aug-10	Sylvania Maas	Department of Environment, Water, Heritage and the Arts (DEWHA)	Biodiversity	The part of the project area which is Lowland Native Grasslands of Tasmania (LNGT) should be an ESA.	The AES states..." The Commonwealth's recent listing of Lowland Native Grasslands of Tasmania in July 2009, as critically endangered under the <i>Environment Protection and Biodiversity Conservation</i> (EPBC) Act 1996, is a change in environmental standing in the sense that it has provided further clarification of the status of part of an existing "green zone" area at the Airport identifying an environmentally significant area. The area of listed grassland, and the existing green zone in which it lies are shown in Figure 5 3."	<b>Section 5.1 Environmental Areas of Significance</b>
25-Aug-10	Sylvania Maas	Department of Environment, Water, Heritage and the Arts (DEWHA)	Biodiversity	ESA's should be clearly mapped.	All areas are now mapped and illustrated in Figures 5-1, 5-2 and 5-3. A whole of site ecological assessment will be conducted in the term of the next Strategy and is identified as a commitment within the Biodiversity MAP. All corresponding maps will be updated at this time.	<b>Section 5.1 Environmental Areas of Significance</b> <b>Section 7.2 - Biodiversity MAP commitment:</b> P04.3.3 - Continue to conduct site surveys for biodiversity values as required for operations and development initiatives at the airport.
25-Aug-10	Sylvania Maas	Department of Environment, Water, Heritage and the Arts (DEWHA)	Biodiversity	The dES should describe how ESA's are being managed	The vegetation community and threatened species is the only area of environmental significance at the airport. Other natural values that are important (but not considered significant) are described further in section 5.2 of the AES. The management of vegetation at the airport is determined through the VMA. All other values of importance are addressed within each of the relative MAP sections within the AES. The VMA is an important document in the management of biodiversity values at the Airport. This is currently undergoing minor changes due to the recent listing of the Tasmanian Lowland Native Grasslands under the EPBC Act 1999.	<b>Section 5.1 Environmental Areas of Significance</b> <b>Section 5.2 Other Natural Values</b> <b>Section 5.3 Related Natural Features</b> <b>Section 7.1 Cultural Heritage</b> <b>Section 7.4 Water Quality</b>
25-Aug-10	Sylvania Maas	Department of Environment, Water, Heritage and the Arts (DEWHA)	Biodiversity	It would be good to have the draft VMA attached to the AES to give a sense of the likely management regime that will be applied to ESAs.	The Draft VMA (most recent version) will be provided as an Appendix.	<b>Appendix 11</b>

26-Aug-10	Phil Cook	Department of Infrastructure, Energy and Resources (DIER)	Noise	<p>P05.7 "Where warranted by identified issues..."</p> <p>Does "identified issues" refer only to existing issues, or does it include potential future issues that may have been identified?</p> <p>An emphasis on the latter interpretation would match P05.7.1, where it refers to "planning and implementation of developments".</p>	<p>Identified issues refer to both existing and any potential issues relating to noise that may be identified. The MAP for Noise provide an outline of commitments for the next 5 years and for the term of the Strategy.</p>	<b>Section 7.8 - Noise and related MAP</b>
26-Aug-10	Phil Cook	Department of Infrastructure, Energy and Resources (DIER)	Noise	<p>Linkage between P05.7 and P05.8:</p> <p>P05.7 ensures commitment to studies, reviews and monitoring of noise impacts. P05.8 ensure the management/mitigation response to noise impacts. There does not appear to be a sufficient link between the two. Action in 5.8.1 is based on a response to complaints but does not consider action based on studies, reviews and monitoring. A commitment reflecting this would be appropriate.</p>	<p>Due to the Airport's relative isolation from the general residential public and the current low levels of development in the immediate region, there is minimal community concern for immediate noise related impacts to the surrounding environment. Nonetheless, HIAPL is aware that noise related issues have the potential to increase in the future as Tasmanian travel and visitor numbers to the State increase and development stages contemplated in the Master Plan take place. Should ground related noise become an issue in the future, HIAPL will respond accordingly and conduct the necessary investigations that might be required as specified in P05.7.4. HIAPL have also committed to an investigation into the development of a community focused noise communications and engagement plan (P05.7.2).</p>	<b>Section 7.8 - Noise and related MAP</b>
26-Aug-10	Phil Cook	Department of Infrastructure, Energy and Resources (DIER)	Noise	<p>P05.1.8 Annual performance indicator - Number of complaints documented/Number of outcomes:</p> <p>"Number of outcomes" is a neutral indicator that could include positive outcomes, no action or increased impact. It would potentially provide the same result as "Number of complaints documented".</p> <p>"Number of successful outcomes" or "Number of resolutions" may prove more appropriate indicators.</p>	<p>Agreed. HIAPL will change the commitment to read "Number of resolutions".</p>	<b>Section 7.8 - Noise and related MAP</b>
28-Aug-10	Stephanie Murfet	Seven Mile Beach Coast Care Group	Biodiversity	<p>North Barkers Vegetation Communities mapping (figure 5-1) and Threatened Species Location map (figure 5-2) are a better reflection of the values of the site certainly. Have these been acknowledged under the 2009 Management Master Plan? It appears to us that some of the zonings (i.e. Commercial and Industrial zones) in that Master Plan conflict with the new mapping by North Barker. We think it critical that the Master Plan be respectful of these mappings and be updated; also that the use zonings be amended and made available for public consultation. It is important to see these areas overlaid to ensure there is no conflict or compromise.</p>	<p>The Master Plan has not been updated as a result of the map updates as the Master Plan was approved in 2009. All future maps relating to Biodiversity values, in future AES or Master Plan documents, will reflect the map changes currently in the AES. A whole of site flora and fauna assessment will be conducted early in the Strategy term by North Barker Ecosystem Services which will capture the flora and fauna values across the entire Airport site. All maps will be updated accordingly with both flora and fauna values and will provide a comprehensive overview of the ecological values.</p>	<p><b>Section 7.2 - Biodiversity</b></p> <p>Sub-section: Monitoring and Reporting</p> <p><b>Biodiversity MAP commitment:</b></p> <p>P04.3.3 - Continue to conduct site surveys for biodiversity values (flora and fauna) as required for development and operation initiatives at the airport.</p>
28-Aug-10	Stephanie Murfet	Seven Mile Beach Coast Care Group	Water Quality	<p>The recent water treatment work undertaken is positive.</p>	<p>No further comment required.</p>	<p><b>Section 1.4 Notable Changes since 2005 -</b></p> <p>Changes to Waste water treatment</p> <p><b>Section 7.4 Water Quality</b></p>

28-Aug-10	Stephanie Murfet	Seven Mile Beach Coast Care Group	Biodiversity	<p>Though areas of air and water quality are addressed and are obviously complex and ongoing issue for the airport, it would be exciting and encouraging to see the airport taking a lead in areas such as renewable energy and resources, carbon emissions offsets and so on. Actions and timeframes noted as "on going" and "as able" in some areas do not reflect this. Though it is appreciated that the operations must certainly be onerous and obligations enormous new buildings (for example) offer an opportunity for such technology and carbon neutral construction and operation it would seem some opportunity lost. Measures such as some passive solar consideration, insulation, some recycling, hydro electric power source, etc, are common place now and might really be considered base mark measures. Given the emissions from activities inherent in and around airports (many unavoidable) technologies such as wind generated power, the use of eco friendly materials, and strict controls on building activities and energy usage, for example, would be areas where the airport could be seen as leaders in Tasmania - making Tasmanians proud of their arrival address to visitors. The possibilities are exciting.</p>	<p>HIAPL recognises the importance of appropriate and sustainable measures, no matter how small, to reduce consumption on natural resources and increase energy efficiency. HIAPL identifies use of the following renewable and non-renewable natural resources in Airport operations. These will come under review as HIAPL's sustainability and carbon neutrality initiative is developed.</p> <p>HIAPL will conduct baseline energy audits of the terminal building and encourage individual business operations to do the same. Energy efficient practices and design will also be incorporated into the design and re-development of buildings for HIAPL.</p> <p>Opportunities for water reuse and for reducing water demand at the airport that will be considered throughout the term of the AES, and further investigated if they are likely to be technically and economically feasible, and may include connection of car wash facilities to a separate pipeline directed to storage for irrigation. HIAPL intends to encourage other measures to reduce reliance on natural resources within the design phase of proposed developments. Such measures are also encouraged for major developments by the Commonwealth's development approvals process, as evidenced by how the DFO will be developed during the term of this Strategy. These measures could include energy efficient lighting, use of natural lighting, and rainwater harvesting techniques to name a few.</p>	<p><b>Section 7.6 - Energy and Natural Resources - including Climate Change and Greenhouse Gas Emissions.</b> Relevant MAP for this Environmental Value.</p>
30-Aug-10	Shane Hogue	Environment Protection Authority	Consultation	<p>It is also understood that even though there is a table suggesting that DPIPWE specialists have been involved in the development of the strategy it is unclear exactly what this involvement is. For example it is understood that out water specialists have had no direct involvement even if the document has been referred to them. The table may need to be reviewed.</p>	<p>The involvement of State and Commonwealth Departments in the AES is for consultation purposes only and to provide all relevant government agencies with an opportunity to comment on the contents of the Exposure Draft and Preliminary Draft AES. This is clearly indicated under Section 2, Consultation. The AES does not refer to any Government agency being involved in the "development" of the AES. Table 2-1 refers to the government departments involved in the Consultation process. The information provided in this table is accurate at the time of preparing the Draft AES.</p>	<p><b>Section 2 - Stakeholder and Community Consultation</b></p>
30-Aug-10	Shane Hogue	Environment Protection Authority	General Comments	<p>It is noted that on page 54 the EPA Divison is missing from the Consultation program.</p>	<p>The table on page 54 outlining the Consultation Outcomes is intended to be completed following all submission from relevant parties. The table is completed following input from the relevant departments. The EPA will be included on the basis that a submission is received.</p>	<p><b>Section 5.4 Consultation with Federal and State Conservation Bodies</b></p>

30-Aug-10	Shane Hogue	Environment Protection Authority	General Comments	<p>Some of the text in the Annual performance indicator column of MAPs appears to have been either "cut off" or omitted e.g. P05.2.3 "Number of notifications and (what)? (page 67); P05.4.4 "Number of new (what)? (page 75). Also with reference to text in this column:</p> <ul style="list-style-type: none"> <li>- P05.2.1 consider whether "number of outcomes" should be "number of positive (and negative) outcomes".</li> <li>- P05.2.4 consider adding "and disposal" to "confirmation of compliant handling" (page 67)</li> <li>- P05.2.7 consider adding "and completed or actioned" to "number of mitigative actions defined" (page 67); and</li> <li>- consider adding "and resolved" to "number of complaints documented" (page 75).</li> </ul>	<p>The omissions in the MAPs appear to have been generated when converting the AES from WORD to PDF. These omissions will be rectified in the preparation of the Draft AES (P05.2.3 and P05.4.4).</p> <ul style="list-style-type: none"> <li>- P05.2.1 is directly related to complaints therefore both negative and positive outcomes will be documented and reported to the AEO;</li> <li>- P05.2.4 Compliant handling refers to handling of asbestos related material and air quality. The disposal of asbestos related material is addressed under the Waste Section and associated MAP.</li> <li>- P05.2.7 the words "and resolved" can be added to this commitment</li> </ul>	<p><b>Section 7.3 Air Quality - including ozone Depleting Substances MAP</b>  <b>Section 7.4 Water Quality - Surface and Groundwater MAP</b></p>
30-Aug-10	Shane Hogue	Environment Protection Authority	General Comments	<p>"Sustainability" should be "Stewardship" (in Packaging Sustainability Forum), page 16.</p>	<p>Has been amended to read Packaging Stewardship Forum.</p>	<p><b>Section 1.4 - Notable Changes Since 2005</b>  Sustainability and Climate Change Initiatives</p>
30-Aug-10	Shane Hogue	Environment Protection Authority	General Comments	<p>HIAPL should consider providing a signed, dated copy of its Environment Policy (Appendix 2) in the AES.</p>	<p>The Hobart Airport Policy has been amended on review of the AES in order to provide better linkages with MAPs and overall environmental objectives and targets. The Policy has been approved by HIAPL. A signed and dated copy of the policy can be provided by the CEO upon request.</p>	<p><b>Appendix 2</b></p>
30-Aug-10	Shane Hogue	Environment Protection Authority	Noise	<p>(a) It is recommended that linkages be strengthened between the Council's planning process and the Airport's processes to ensure that good comment can be made for any proposed construction and operation of developments. This is because there are potentially conflicting land uses between two separate jurisdictions. For example, there is an industrial estate being built near the roundabout where Tasman Highway and Holyman Avenue meet. There has also been a hotel built on the airport land nearby. These two land uses may conflict with each other. Therefore approval processes for any future developments will need to ensure that good comment can be provided considering the two separate jurisdictions.</p> <p>(b) It is also noted that even though the major noise issues are controlled through the Airport Master Plan that the plan has the potential to be substantially changed. For example in the last Master Plan approved this year the extension to the runway is not proposed to be developed for a number of years, however this may now occur sooner. There has been recent discussion (The Mercury, 27 July 2010) to extend the runway to strengthen the airport as the International Antarctic Air Base. If this is in fact true and does happen this may have ramifications for noise impact etc. The Strategy should take into account the potential for such a change to occur.</p>	<p>(a) Other policies and targets relevant to the environmental management of the airport site include those for future development opportunities. The environmental processes and requirements for development proposals are defined within the 2009 Hobart Airport Master Plan 2009 and land use development guidelines. This point relating to planning processes and liason with the local Council will be noted for future Master Plans.</p> <p>(b) Some areas of environmental management are legislated to be outside the scope of this AES, notably noise related and air quality emissions from aircraft in transit, including take off, landing and taxiing. These are managed separately in accordance with the Air Navigation Act 1920, the Air Navigation (Aircraft Noise) Regulations 1984, and the Air Navigation (Aircraft Engine Emissions) Regulations 1997, currently by the <i>Department of Infrastructure, Transport, Regional Development and Local Government</i> (DITRD LG). It is therefore unlikely that any extension to the runway, in the near future or otherwise, will have significant impact on ground related noise issues that require addressing in the AES. However, HIAPL is committed to undertaking noise investigations in the future should this be required.</p>	<p><b>Section 4 - Environmental Responsibilities</b>  Development Considerations  <b>Section 7.3 - Air Quality and MAP</b></p>

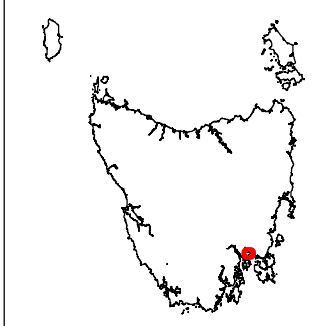
30-Aug-10	Shane Hogue	Environment Protection Authority	Air Quality	Any air quality issues to do with emissions from the aircraft themselves did not form part of the scope of the document and the remaining issues were minor and appeared to be reasonably addressed by the Strategy document. It may be prudent for HIAPL to consider notifying the EPA Division in the event of planned burn-offs, given that the Division generally fields public complaints about such events (particularly relating to forestry fuel reduction burns). See Air quality aspect MAP (P05.2.3).	Vegetation burn-offs are considered necessary for waste control and recommended for conservation of certain vegetation where conservation is to be achieved. The AEO is advised of planned burn-offs. Any recommendations from the AEO for a burn-off are met prior to or during the burn-off as the case may be. In some instances, a local or State government permit may be required, to which conditions for burn-off may be applied. The notification of the AEO and Government Authorities is indicated in the relevant MAP (P05.2.3). This statement would include the EPA.	<b>Section 7.3 - Air Quality and MAP</b>
30-Aug-10	Shane Hogue	Environment Protection Authority	Waste	<p>(a) There will be a need to register on the Controlled Waste Tracking System as a producer of controlled wastes (as per page 90, Commitment ID# P06.4.1). Hazardous waste is termed controlled waste in Tasmania and if controlled waste is being produced, as stated, then it will be necessary to register.</p> <p>(b) It is understood from Airservices Australia that Hobart Airport will be phasing out the use of fire fighting foams containing PFOA and PFOS. This is a significant environmental outcome that is not documented in the Strategy. The EPA will be meeting with Airservices Australia to discuss this program.</p> <p>(c) With reference to Construction EMPs -how do these treat construction and demolition materials? Specifically, what are the requirements in such plans for recovery and re-use of building materials generated during deconstruction/demolition? HIAPL should consider some further elaboration about how it intends to manage such materials (ie the deconstruction process) in the Waste Management or even the Energy and Natural resources section respectively (there is only a very brief mention at bottom of page 82 about building materials which could be elaborated somewhat).</p>	<p>(a) HIAPL intend to review all hazardous waste that is temporarily stored to ensure compliance with the Waste Management Regulations in Tasmania. If required, HIAPL intend to register all related products onto the State's Controlled Waste Tracking System.</p> <p>(b) Recent groundwater monitoring investigations at the fire fighting training ground indicate that groundwater contamination has occurred with the chemical substances known to occur within AFFF. Airservices Australia will be commencing a comprehensive soil and groundwater monitoring and remediation program during the early term of this AES. Reporting on the monitoring results from each sampling event will be provided to the AEO and HIAPL. Ongoing communication on this environmental issue is critical to the management of the contamination event and as such has been incorporated as a new commitment during the preparation of this AES. A phasing out of foams containing PFOA and PFOS was not known at the time of the preparation of the AES Draft. Confirmation on this action by Air Services will need to be confirmed by the AEO and included in the text where relevant.</p> <p>(c) The disposal or re-use of construction materials is dependent on a case by case basis and as the CEMP would apply. HIAPL states that "Clean excavated or other clean used building materials are intended to be re-used wherever it is cost effective to do so. Materials are intended to be permanently placed where needed or temporarily placed elsewhere on the site for later reuse. HIAPL applied these measures to the handling of materials from the terminal redevelopment completed during the term of the 2005 Strategy. HIAPL intends to continue to encourage the consolidation of general waste from building sites to reduce the number of off-site transfers occurring throughout the development phase." This is addressed in Section 7.6 - Energy and Natural Resources - including Climate Change and Greenhouse Gas Emissions.</p>	<p><b>Section 7.4 Water Quality - Surface and Groundwater MAP</b></p> <p><b>Section 7.6 - Energy and Natural Resources - including Climate Change and Greenhouse Gas Emissions.</b></p> <p><b>Section 7.7 Waste Management</b></p>
30-Aug-10	Shane Hogue	Environment Protection Authority	Soil	Soil management issues will need to be addressed through airport management processes.	Soil management, in particular soil contamination, is described in Section 7.5 Soil Quality - Contamination	<b>Section 7.5 Soil Quality - Contamination and MAP</b>

30-Aug-10	Shane Hogue	Environment Protection Authority	Sewage	It states on page 15 that the HIAPL Waste Water Treatment Plant decommissioning was completed in mid-2009 however this was December 2009. On pages 94 and 96 the new waste water treatment plant at the airport is referred to as the Clarence Council Plant. It is understood that this is now owned by Southern Water.	The July 2009 reference to the WWTP is in relation to the transfer of ownership, not decommissioning. Decommissioning occurred later in 2009. The correct ownership of the WWTP was amended following circulation of the Preliminary Draft AES.	<b>Section 1.4 - Notable Changes Since 2005</b> Changes to Waste Water Treatment
30-Aug-10	Shane Hogue	Environment Protection Authority	Water	This document has not been reviewed by the EPA Division's Water Specialist. However it is noted on page 17 that stormwater harvesting is being investigated and this is supported as is the implementation of Water Sensitive Design (page 75).	HIAPL intends to encourage other measures to reduce reliance on natural resources within the design phase of proposed developments. Such measures are also encouraged for major developments by the Commonwealth's development approvals process.	<b>Section 7.6 - Energy and Natural Resources - including Climate Change and Greenhouse Gas Emissions.</b> Preferred Conservation Approaches and Measures
30-Aug-10	Shane Hogue	Environment Protection Authority	Energy and Natural Resources including Climate Change	There is some mention/comment about a variety of "environmental" auditing (ie energy, water, waste and carbon), also on pages 16 & 17. However, such commitment other than to (potentially) conduct energy auditing (page 85) is not reflected in the Management Action Plans (MAPs) for both surface and ground water quality aspects (page 75); and waste aspects (page 90). The question that arises then is does HIAPL intend (or not) to conduct (water, waste) audits? Some clarification/consistency here appears necessary.	HIAPL states that the issues of cost are real for aviation business but nonetheless HIAPL's sustainability intentions over the next five years consist of the following : - From the second year, energy auditing will be most prevalent, followed by water then waste and carbon auditing respectively. HIAPL's observations of other airports suggest that most consider energy measurement and management their highest priority, no doubt reflecting the significant energy quantities and consequent considerable expense involved with airports; - Setting 'SMART' energy use, water use and waste reduction targets for HIAPL's operations. The auditing will inform the target setting process; - Liaising with Southern Water to investigate opportunities to collaborate on mutually beneficial water initiatives including storm water harvesting and re-use. - Working more closely with the airport's major water users to reduce and minimise water consumption or improve re-use and recycling. While energy audits are identified in the relevant MAP, water and waste audits will be conducted and gradually introduced over the term of the Strategy through the self-auditing procedure. Self auditing procedures for tenants will be associated with their energy consumption and natural resource use (including water and waste). Overall monitoring on energy efficient practices and sustainability measures for Airport operations and tenant activities will be captured as part of the Annual Environment Report (AER) each year. This is also reflected in the MAP for Section 7.6 (PO6.1.3) which addressed natural resources as a whole. As such this commitment is not reflected repeatedly under the water and waste sections.	<b>Section 1.4 - Notable Changes Since 2005</b> Sustainability and Climate Change Initiatives <b>Section 7.6 - Energy and Natural Resources - including Climate Change and Greenhouse Gas Emissions.</b> Monitoring and Reporting <b>MAP - PO6.1.3</b>

	Shane Hogue	Environment Protection Authority	Energy and Natural Resources including Climate Change	<p>The AES refers to Climate Change Action Council (CCAC) targets and priorities for reducing Tasmania's GHG emissions. Since releasing the draft AES the CCAC has published its first report (Opportunities to Reduce Tasmania's Greenhouse Gas Emissions) which contains an array of recommendations for mitigation of/adaptation to climate change impacts for Tasmania. The CCAC has nominated parties responsible for implementing the recommendations in its report. HIAPL may wish to consider reading the CCAC's report and reflect how it may be involved in pursuing any of the report's recommendations (which may then be reflected in the AES).</p>	<p>HIAPL intends to review this report and, where possible and practical, consider the adoption of appropriate abatement options provided in the Report in order to contribute to the reduction of national greenhouse gas emissions. Recommendations will be reviewed and intend to be applied (where possible and practical) in future AES documents and internal procedures such as auditing procedures and Annual Reporting.</p>	<p><b>Section 7.6 - Energy and Natural Resources - including Climate Change and Greenhouse Gas Emissions.</b> Preferred Conservation Approaches and Measures</p>
30-Aug-10	Shane Hogue	Environment Protection Authority	CleanBiz	<p>Reference is made notably on pages 16 &amp; 17, to a report prepared by the EPA Division's CleanBiz program for HIAPL. Sections of this report (Resource Efficiency Options for HIAPL - Environmental Auditing &amp; Voluntary Sustainability Schemes/Actions at 12 Australian Airports) such as Recommendations, appear to be directly quoted in the AES. It is suggested that this report is adequately referenced.</p>	<p>In December 2009, HIAPL engaged the assistance of CleanBiz (EPA Tasmania) for a preliminary resource efficiency options scheme for intended implementation at Hobart Airport.</p> <p>HIAPL's observations about other airports arise from the desktop study conducted by the EPA Tasmania as part of this work, of sustainability and other environmental practices at 12 Australian airports. The sample group contained at least two airports of similar 'activity level' to Hobart in terms of total passenger numbers, and airports below and above this activity level. The desktop study has provided valuable information about auditor satisfaction and the accreditation schemes suited to their business needs.</p> <p>Specific potential actions have already been researched in anticipation of energy auditing; namely LED lighting and controlled switching through the passenger terminal and electronic smart meters. PLC program modifications on the Baggage Handling system have already been put in place (EPA TAS 2009).</p>	<p><b>Section 1.4 - Notable Changes Since 2005</b> Sustainability and Climate Change Initiatives</p>

30-Aug-10	Senator Bob Brown	Australian Greens Leader	Biodiversity	<p>This submission to the Preliminary Draft Hobart Airport Environment Strategy 2010–2015 is primarily concerned with the management of threatened species and high conservation value habitat on the airport site.</p> <p>Of greatest concern to me is that building work that is not essential for the running of the airport could impact on threatened or rare species.</p> <p>An airport does not need a shopping complex to run effectively. The proprietors of DFO, or Homemaker, or any other retail operation have the greater Hobart area to build or develop their outlets.</p> <p>If the airport is serious about establishing “practical and feasible processes to reduce the extent of and mitigate adverse effects on those [environmental] values” then the most sensible course of action is to abandon the retail development or move it to another area of the site that does not contain or border threatened species.</p> <p>It is not evident from this strategy that airport management is planning to move or reduce the footprint of potential retail outlets. Instead, the strategy refers to the extensive consultation that has occurred about the listed threatened lowland grasslands, in particular, but offers no detail of what consultations have involved or what proposals for conservation have been put forward.</p> <p>And the master plan “recognises” that it will need to abide by the requirements of the Environment Protection Biodiversity and Conservation Act if it wants to build in its green zones or other areas where listed species will be impacted, rather than avoiding building work altogether.</p> <p>The Commonwealth owns this land and should be leading by example in conserving rare and threatened species rather than ushering through plans to squeeze the maximum amount of profit out of the site for its corporate managers.</p> <p>Another safeguard against inappropriate use of the airport site is to allow it to fall under the Clarence Council’s planning processes for non-airport buildings. It is one thing to exempt Commonwealth land from planning processes because of state or national interest issues, it is quite another for it to be exempted to build shops.</p>	<p>HIAPL states within the AES that "Other policies and targets relevant to the environmental management of the airport site include those for future development opportunities. The environmental processes and requirements for development proposals are defined within the 2009 Hobart Airport Master Plan 2009 and land use development guidelines. "</p> <p>- Nonetheless, this Strategy continues to recognise the coverage of the EPBC Act on actions generally or actions on Commonwealth land. HIAPL acknowledges and respect that any change to its green zonings would need to be achieved through EPBC referral of the whole airport site and, with approval from that process, submitting minor variation of the Master Plan to the Minister for approval.</p> <p>- HIAPL and the State of Tasmania, have taken the initiative to prepare the Vegetation Management Agreement (VMA) to identify and secure a significant reserve system that conserves the most important and viable units of vegetation at Hobart Airport. The VMA is agreed by the State and HIAPL in consideration of all the Commonwealth Government and State listings and other relevant agreements. The VMA is intended to become a major tool for vegetation management by mutual agreement between HIAPL and the State. This document is now provided in Appendix 11.</p> <p>- All "green zones" and environmentally significant areas have been mapped and included in the AES document. These zones will be managed in accordance with the VMA and as stated any proposed variations will be subject to Commonwealth approval processes under the EPBC Act.</p>	<p><b>Section 5.1 Environmental Areas of Significance</b></p>
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## APPENDIX 9 HOBART AIRPORT DRAINAGE SYSTEM



- Legend
- Sewage Treatment
  - Groundwater Bores
  - New S Drain
  - Above Ground Drain
  - - - Underground Drain
  - Airport Boundary
  - Waterlogging

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Map Scale  
**1:15,000 When printed @ A3**  
  
 Datum: GDA94      Projection: MGA94 Zone 55

Project N°: VT30370  
 GIS File Ref: HAP\_Drainage\_Plan  
 Version: 1

Prepared by: Jim Avens  
 Reviewed by: Kirsten Leggett  
 Verified by:  
 Date: 30 April, 2010

## Hobart Airport

### Drainage Plan



## APPENDIX 10 HOBART AIRPORT TENANT LIST

Tenant Company Name
Aerocare/Tiger/Virgin
Air BP
Airport Hotel
Airservices Control Tower
Airservices/Aviation Fire Fighting and Rescue Service
Apollo Campervan Rentals
Australian Air Express
Australian Antarctic Division
Australian Federal Police
Australian Federal Police
Australian Protective Service
Australian Way Pty Ltd
Autorent Hertz
Avis/WTH
BCS
BP Retail Fuel Outlet
Budget Rent a Car
Bureau of Meteorology, Tas/Ant Regional Office
Caravan Park
Delaware (C A One Services)
Europcar/BAJV
Grunts Crane Hire
Jetstar Airways
Little Bee Early Learning and Child Care Centre
Monmouth Pony Club
Nick Noutsatos/FCM
Power Cleaning (Aust) P/L
Qantas Airways Limited
Red Dragon Seafoods
Red Spot Car Rentals
Reliance Petroleum Pty Ltd
Rotor Lift Helicopters/Skytrek
Skygypsy Superannuation Fund
Skytraders
Sultan Holdings
Tas Fishing
Tasair Pty Ltd
Tasmania Campervan Rentals
Thrifty Car Rentals
Toll Air Express

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**Tenant Company Name**

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**Tourism Holdings/Britz Maui**

**Virgin Blue Airlines Pty Ltd**

**World Link / Marine International**

**Wyndarra Super Scheme**

**Zentel Pty Ltd**

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