



Hobart Airport

Annual Environment Report

2021 - 2022



Hobart Airport
TASMANIA

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1 Executive Summary

Hobart Airport's Annual Environment Report (AER) for financial year 2021-2022 summarises the airport's annual environmental performance aligned with the Environment Strategy (Chapter 13) detailed in the Hobart Airport Master Plan 2015.

This AER fulfills the regulatory reporting requirements required of an airport operating on Commonwealth lands. In addition, it also highlights achievements above and beyond regulatory obligations that demonstrate leadership in environmental management.

Over the 2022 financial year (July 2021- June 2022) the airport has continued to demonstrate continuous improvement in environmental management, both during a global pandemic and in recovery. The number of projects undertaken has been fewer when compared to previous years, however, the management of activities that may influence or impact the environment have maintained priority among staff, tenants and contractors undertaking activities on airport grounds.

Various environmental strategies and measures the airport has in place ensure that best practice environmental management is achievable and is consistent with the airport's Environmental Policy, and objectives and targets for the future. All commitments are outlined in Chapter 13 of the Master Plan (2015-2020) and include ongoing and routine activities. A total of 53 environmental objectives and targets were identified in financial year 21-22 and all were achieved within the strategy period. A summary of our progress is detailed in **Appendix H**.



Introduction

The location of Hobart Airport is illustrated in **Figure 1**. Hobart Airport's Annual Environment Report (AER) for financial year 2021-2022 summarises the airport's annual environmental performance aligned with the Environment Strategy (Chapter 13 Hobart Airport Master Plan 2015-2020). Under the planning framework of the *Airports Act 1996*, a new Master Plan, including revised environmental targets and objectives, is due to be completed in late 2022.

This AER fulfills the regulatory reporting requirements required of an airport operating on Commonwealth lands. In addition, it also highlights achievements above and beyond regulatory obligations to minimize environmental impacts and demonstrate leadership in environmental management.

This document has been compiled with reference to details from scheduled monitoring, reporting, on site environmental management and supplementary reporting and investigations –fulfilling the statutory annual reporting requirements of the *Airports (Environment Protection) Regulations 1997*.

The *Airports (Environment Protection) Regulations 1997* requirements for an AER are specified as follows:

6.03 Annual Report

- (1) *The airport-lessee company for an airport must give the Secretary a report for each financial year, or another reporting period that the Secretary determines, containing:*
 - (a) *Information, mentioned in sub regulation 6.02 (3), added to the environmental site register for the preceding year; and*
 - (b) *Details of the company's performance in achieving the policies and targets of the environment strategy and, in particular, of the company's progressive management of enduring environmental pollution problems at the airport; and*
 - (c) *A report of incidents of pollution and other contraventions of the regulations that have occurred during the year to which the report applies.*



Figure 1 Hobart Airport Location

2 Risk Reporting and Management

Environmental Management System

Federally leased airports are required to operate an Environmental Management System (EMS) which is consistent with the relevant Australian and International standards. The Australian Standard *AS/NZS ISO 14001:2016 Environmental Management Systems – Requirements with guidance for use* is applied as a guiding framework at Hobart Airport. A risk-based approach to environmental management is achieved through the application of the BA365 system, along with the Environmental Risk Register – both tools capture environmental risks, impacts and respective mitigation measures.

BA365 also provides the mechanism to report and track the following elements:

- Incident and hazard reporting (refer to Figure 2);
- Investigations;
- Scheduling and conducting of audits;
- Training and personnel compliance certification and licencing; and
- Scheduling of specific and regular activities.



Id	Title	Site	Department	Incident Occurred On	Reported By	Incident Location	Status	Category	Incident Risk Rating
615	Bay 22 Oil Spill SH189 VH-SRU	Hobart Airport	Operations	Jun 21, 2022	Brett NANKIVELL	Airside	Closed	Environmental	Medium
589	Taswater Reuse Line Leak	Hobart Airport	Environment	May 19, 2022	Shane PURSELL	Landside	Work In Progress	Environmental	Low
585	Shared Services Zone: erosion/silting of Sinclair creek due to informal car parking	Hobart Airport	Environment	May 18, 2022	Nicole SHERRIFF	Landside	Work In Progress	Environmental	High
577	Deceased bird found on RWY 30 at 1845	Hobart Airport	Operations	May 15, 2022	Jackson TURNER	Airside	Closed	Environmental	Low
527	Bull Ring Washing Of Vehicles.	Hobart Airport	Commercial	Apr 5, 2022	Gavin BAKER	Landside	Closed	Environmental	High
531	minor fuel spill	Hobart Airport	Environment	Mar 28, 2022	Nicole SHERRIFF	Airside	Closed	Environmental	High
440	Echidna crossing RWY 30	Hobart Airport	Operations	Jan 1, 2022	Jackson TURNER	Airside	Closed	Environmental	High
415	stockpile of materials	Hobart Airport	Environment	Dec 9, 2021	Nicole SHERRIFF	Airside	Work In Progress	Environmental	High
402	Echidna - RWY Flight Strip	Hobart Airport	Operations	Nov 22, 2021	Phillip ATKINSON	Airside	Closed	Environmental	Low
343	ASA Noise Complaint Report July 2021	Hobart Airport	Risk and Safety	Jul 31, 2021	Janine LOUDEN	Airside	Closed	Environmental	Low
310	Oil Spill on Bay 21	Hobart Airport	Risk and Safety	Jul 7, 2021	Janine LOUDEN	Airside	Closed	Environmental	Low

Figure 2 Environmental Incident Record 2021-2022

Environmental Registers, Procedures and Compliance

The Hobart Airport Environment Policy (Figure 3) underpins the environmental registers and procedures which are varied. They provide documentation of the airport’s environmental condition and its approach to environmental management reflecting compliance requirements, including:

- Environment Chapter within the Master Plan which outlines the targets and objectives for environmental management over a five-year period, in compliance with Airports Environment Protection Regulations (AEPR 1997).
- Monitoring programs i.e., surface water, groundwater, threatened species, vegetation communities, weeds, air quality.
- Preliminary Site Investigations (PSIs).
- Detailed Site Investigations (DSIs).
- Details of remedial/rehabilitation plans for areas on airport land where applicable.
- Registers such as (not limited to) the following: asbestos, fuel storage tank, heritage sites, contaminated sites – all are reviewed annually.
- Details of the nature, date and place of any occurrence of environmental significance- aligned with AEPR 1997.
- Details of any discoveries made during investigations or routine procedures on matters that affect the environment i.e., asbestos sites, areas for further investigation, etc.
- Construction Environmental Plans for specific projects and contracts
- Annual review and application of site management procedures;
 - SMP01 – Contaminating Substances
 - SMP02 – Asbestos Management
 - SMP03 – Air Quality and Noise
 - SMP04 – Waste Management
 - SMP06 – Stormwater Runoff and Treatment
 - SMP07 – Environmentally Significant Areas
 - SMP08 – Vegetation Management
 - SMP09 Mowing
 - SMP10 – Weed Management
 - SMP13 – Environmental Awareness

- SMP14 – Llanherne House
- SMP15 – Environmental Monitoring
- SMP16 – Stockpile Management



Environment Policy

This Environment Policy identifies the key principles for the protection and improvement of the environment managed or influenced by our operations.

Hobart Airport is committed to the following environmental principles in our operations and in all interactions with our stakeholders, our employees, business partners, regulators and our community:

- We recognise our responsibility to the Airport environment and actively manage this by integrating sustainability principles into our decision making, planning, design, development, service delivery and procurement processes.
- We minimise our environmental impact by aiming for best practice in all activities, undertaking monitoring with a focus on continual improvement.
- We actively respond to climate change by managing and reducing carbon emissions.
- We are sensitive to and responsible in dealing with matters of indigenous and cultural heritage.
- We will comply with relevant legislation and other standards pertaining to the environment.
- We are committed to engage, educate and collaborate to ensure we balance environmental, social and business needs as we operate and grow.

This policy will be reviewed every two years.

Figure 3 Environment Policy

Progress against Environmental Commitments

Environmental commitments are outlined within the Environment Chapter of the current Master Plan (2015-2020). All commitments are linked to objectives in the Hobart Airport Environment Policy (Figure 3).

All 53 commitments identified have been actioned as required within the strategy period with comments relating to progress against commitments detailed in **Appendix H**. Highlighted below, each commitment is colour-coded to clarify achievements, commitments that are routine, and those that are continuous and require ongoing action.

Commitments Achieved	26
Routine (as required)	21
Continuous (ongoing)	6
To be completed	0

3 Sustainability

United Nations Sustainable Development Goals (UNSDGs)

The UNSDGs are the blueprint to achieve a better and more sustainable future globally. They aim to address global challenges, including those related to poverty, inequality, climate change, environmental degradation, peace and justice. The 17 Goals are all interconnected, in order to “leave no one behind” and provide a robust framework to start embedding sustainability within the organisation at every level.

While not all 17 SDGs directly relate to Hobart Airport, all can be supported through partnerships or programs like our Corporate Social Responsibility (CSR) Program.

The Hobart Airport Sustainability Strategy identifies 8 UNSDGs that our core business can directly align with.



Sustainability Strategy

The Sustainability Strategy was developed in 2020 and embedded within the broader business wide strategy in 2022. Our Strategy aligns with the eight UN Sustainable Development Goals expressed as three sustainability pillars. By continually returning to our framework for sustainability we can cross reference our existing and future policies, plans, projects and operations. This ensures sustainability is included in both the decision-making process and ongoing management of the project or aspect of operation - this is an end-to-end sustainability approach embedded within the Environmental Commitments and Actions achieved, detailed in **Appendix H**.

The Strategy incorporates the Environment, Social and Governance (ESG) principles with a focus on how each business unit can embed sustainability into planning, projects and activities. A collaborative approach to its development was undertaken, involving all Business Units and the Executive Leadership Team before final Board approval. This combined input resulted in the identification of three primary pillars for sustainability at Hobart Airport (noted below) and in more detail in **Appendix A**.

1. Inspiring People and Community
2. Environmental Stewardship, and
3. A Trusted Business with Strong Growth

Global Real Estate Sustainability Benchmark Reporting



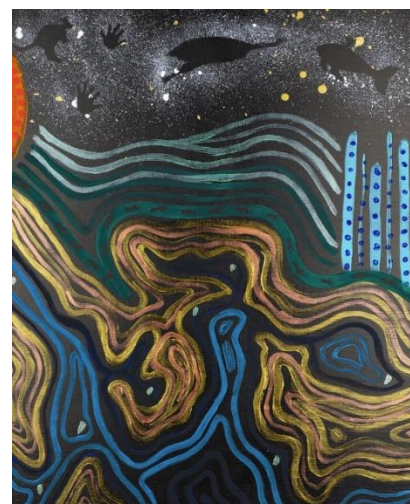
In 2021 Hobart Airport started assessing our sustainability performance under the international benchmarking program Global Real Estate Sustainability Benchmarking (GRESB). The first reporting year in GRESB provided a comparison of performance against our peers nationally and internationally.

The program identified opportunities to improve our processes in preparation for a targeted improvement in the 2022 reporting year.

Reconciliation Action Plan

Consistent with our ESG objectives, Hobart Airport has developed and begun implementation of a Reconciliation Action Plan (RAP). Representatives from across the business formed the RAP working group and guided the process in consultation with Reconciliation Tasmania, the state-wide body that promotes and facilitates reconciliation for all Tasmanians. The RAP process enabled Hobart Airport to develop an accountable framework in which to map our reconciliation journey.

During 2022, key RAP achievements included procuring local Tasmanian Aboriginal artist Luana Towney (image right) to develop artwork for our RAP documents and commitments. Tier 1 tenants were invited to participate with HBA as our RAP progresses (remaining tenants will be invited throughout 2022) and as of July 2022 over 70% of HBA staff have completed cultural awareness training.



Climate Change Action

Hobart Airport developed a Climate Change Adaptation Plan (CCAP) endorsed by the Board in October 2020. The CCAP articulates the Airport's approach to managing climate change risks and opportunities. It is integrated into a prioritised climate change risk assessment and an action plan is assigned to relevant Business Units.

4 Energy and Resources

Energy and Emissions Management

The Airport Carbon Accreditation (ACA) scheme is an internationally endorsed carbon management and certification standard specific to airports.

The program provides the framework and tools for active carbon management and measurable results from year to year. Through the ACA, HBA has undertaken full carbon mapping; investigated, planned and completed energy and emissions reduction works; including target setting, actively working with and engaging stakeholders; and ultimately demonstrated a commitment to reduce our carbon footprint.



Hobart Airport has been involved with ACA since 2017 and successfully achieved Level 2 accreditation in February 2019. There are four levels of carbon accreditation that can be achieved, and Hobart Airport has been working to progress beyond level 2. This involves setting targets to reduce our emissions and working closely with our stakeholders to support their carbon reduction journey. The Climate Change Adaptation Plan has been integrated into our broader energy and emissions reduction planning - Integrated Carbon Management Plan.

The ACA program, in line with the GHG Protocol, requires airports to identify where they have direct control over emissions (Scope 1 and 2: fuel consumption and electricity) and where they can guide or influence emissions from other organisations' activities and facilities (Scope 3). Scope 3 emissions include emissions from onground aircraft movements, tenant/contractor ground support equipment, water use, waste to landfill emissions, ground access, business travel, staff commute, etc.

HBA's emissions control and reporting boundaries are reviewed annually in accordance with ACA guidelines.

Offsetting Unavoidable Emissions

We are focussed on achieving emissions reductions as part of our commitment to minimise the impact of our operations on the environment.

The emissions under our direct control (Scope 1 and 2) are fuel and electricity use. Both resources are challenging to remove from our footprint in the short term. While we will continually look at ways to reduce our footprint, in the interim, we will offset these emissions through the purchase of quality, Tasmanian focused carbon offsets.



Tasmanian Land Conservancy offsets are captured through 'avoided forestry'. As part of the previous Gunns (Forestry company) estate, the areas on which we now trade carbon were slated for logging with forest practices plans in place. The carbon captured is additional, ensuring compliance with the methodology in use at the time. The TLC carbon capture methodology also provides the benefits of being biodiverse and having conservation value.

Reducing the impact of staff commercial flights

Since July 2018, Hobart Airport has contributed to airline carbon offset programs for each staff business flight. The commitment to fly neutral involves government accredited projects such as Qantas carbon offsets which contribute to environmental causes across Australia and internationally. Due to COVID, staff business travel was



reduced significantly with a total of 17 flights (including those with multiple connections) being taken in 2021/2022. All had offsets applied from the airline when booking.

Waste Management

The development of the airport's Waste Management Strategy in May 2018 resulted in fifteen actions being identified to effectively manage and improve the ways in which waste is managed at Hobart Airport (Table 1). Since this time, thirteen of the initiatives have been actioned or are in progress, the status of which is highlighted in Table 1.

Goals	Management Actions	Timeframe	Status
Improve knowledge of waste type, and relative volumes for the Terminal and Hobart Airport office	Undertake a waste management audit		Achieved in Airport office
		2022-2025	Delayed in terminal due to Covid-19
Understand waste streaming and ways in which waste streams can be better segregated within the Terminal and Hobart Airport office	Undertake a waste stream review and determine where segregation can be improved to maximise diversion rates	2019	Achieved in Airport office
		2022-2025	Delayed in terminal due to Covid-19
Improve the function and design of the external waste collection station	Incorporate redesign of waste collection centre(s) in Terminal design	2020	Achieved
Increase the amount of waste diverted from landfill (+ 25% of 2017 levels) by 2022	Standardise waste management infrastructure processes and services throughout the terminal and Hobart Airport office	2019	Achieved
	Assess potential for collection of compostables (food scraps and coffee grinds) in the Terminal and Hobart Airport office	2019	Achieved
	Assess potential for recycling of soft plastics for back of house and Hobart Airport office	2021	Achieved
	Improve the segregation of waste in car parking areas	2022	On track
	Engage with stakeholders to improve understanding of waste management at the airport	Ongoing	Achieved
	Investigate options for auctions for lost property, with money raised donated to charity	2018	Achieved
	Increase and improve the capture of waste data and analysis	Ongoing	Achieved
Provide waste management guidance to tenants and contractors	Engage tenants and contractors to inform and liaise on waste management efficiencies and recycling	Ongoing	Achieved
Encourage tenants to use one management body for waste	Liaise with and engage tenants on the benefits of using HBA to manage waste streams	2022	On track
Reduce the amount of quarantine waste to landfill	Investigate opportunities for reducing quarantine waste from airside environments	2022-2025	COVID-19 delay - partially achieved with magazine waste
	Engage with airlines and cleaning contractors	2022-2025	COVID 19 delay

Goals	Management Actions	Timeframe	Status
	Develop an Operational Manual for quarantine waste segregation in consultation with airlines and ground handling staff. Biosecurity endorsement required.	2020	Achieved

Table 1 Hobart Airport’s Waste Management Action Plan

Within the administration office an initiative in 2021 led to the removal of all landfill bins in staff work areas as well as an enhancement of the six-stream segregation system in the common use kitchen area. This approach continues and successfully diverts landfill waste to recycling and re-use options using the following segregation options:

- | | | |
|-----------------------------------|-------------------|------------------------|
| 1. Soft plastics (taken off site) | 2. Cardboard | 3. Co-Mingled (yellow) |
| 4. Organics (green) | 5. Landfill (red) | 6. Coffee cups |
| 7. Coffee grounds | 8. Batteries | 9. Paper |

Glass Milk Bottles



From February 2022, re-usable glass milk bottles have been used in the Hobart Airport office building, significantly reducing our plastic consumption. This trial is in partnership with local Tasmanian businesses The Udder Way, Ashgrove Dairy and the Cambridge Grocer.

Historically, we consumed approximately 10 plastic two litre milk bottles each week. Converting to re-usable glass bottles will remove close to 520 plastic containers from the waste/recycling stream each year and demonstrates to our staff that each small action can make a difference to our environmental impact.

Figure 4 Glass Milk Bottle promotional poster in staff tea room

Diversion of Biosecurity Magazine Waste

Biosecurity waste is a regulatory requirement in Tasmania and constitutes all waste collected from aircraft and in airside areas. All biosecurity waste is deep buried in landfill as per Tasmanian Government requirements. In 2018, biosecurity waste comprised 35% of the Terminal generated waste. This waste is largely comprised of food waste, packaging, beverage containers and non-putrescible items that include magazines, newspapers and headsets.

At the end of each month airlines overnighing in Hobart dispose of in-flight magazines, all of which are currently disposed into biosecurity waste. This equates to approximately 850 magazines per month which are transferred to deep burial landfill environments. Magazines are already segregated on the aircraft and transferred by Ground Handling Agent (GHA) staff to separate biosecurity bins awaiting collection. Hobart Airport proposed to Biosecurity Tasmania that magazine waste be transferred to a co-mingled recycling stream with minimal risk to existing biosecurity measures.

Endorsement from the Biosecurity Operations Branch was sought prior to the trial commencing. The diversion of magazine waste trial commenced in in February 2020. The initiative was suspended due to COVID and will resume when flight schedules and COVID safety protocols align in 2022/23.

Hobart Airport’s long-term intention is to segregate and recycle as much as possible from flights. The commencement of the diversion of inflight magazines was intended as a low-risk trial. If proving successful, we



would look to work with our airline partners to further the opportunities for recycling and reduction of waste to landfill. The awareness, support and training/education of airline staff will be key to the success of the trial.

Carpark Recycling and Landfill Bins

To better understand the filling rates of bins, sensors were placed on 20 bins in car parking areas in 2019/20. The sensors were designed to send a SMS alert when each bin is $\frac{3}{4}$ full with the intention of improving the efficiency of waste management. The sensor trial was near completion when disruption occurred due to COVID. The sensors were proving to be quite sensitive and sending erroneous SMS's and the trial has not recommenced in 2021/22.

An assessment of bin locations, pedestrian use and bin capacity across the terminal precinct is being undertaken to better inform locations of bins and placement of recycling options in high use areas in 2022/23.

5 Biodiversity

Flora, fauna and natural values are actively managed through condition monitoring of vegetation communities and targeted flora and fauna investigations as required. Mapping and monitoring of plant species predominantly occur over spring and summer during optimal flowering seasons, whereas fauna investigations are specific to the individual targeted species and project proposals.

Obstacle Limitation Survey (OLS) Natural Values Assessment

To meet Obstacle Limitation Surface (OLS) standards, Hobart Airport periodically manages the height of trees surrounding the runway. OLS dictates height limits for obstacles (in this case trees) that vary depending on the distance from the runway edge. An ecological assessment to consider the potential impact to nationally threatened orchids and to the state listed *Eucalyptus viminalis* coastal forest and woodland (DVC) was completed in February 2022 (**Appendix D**).

Relevant approvals were obtained by Forest Practices Authority and in addition a EPBC self-assessment (**Appendix D**) was completed to verify impacts to natural values whilst also demonstrating compliance with aircraft safety requirements.

Bush Fire Management

In 2021, a formal Bushfire Hazard Assessment within the Hobart Airport site was completed. This included recommendations for treatment to mitigate the risk of the impacts of bushfire on the site. The assessment identified bushfire-prone vegetation, its location, type and extent, assessed buildings and assets which have an elevated risk of being impacted by bushfire, and included recommendations to further reduce the potential impacts of bushfire on the airport site and operations.

Aligned with harvesting operations onsite to manage OLS issues, an area adjacent to Seven Mile Beach was noted as being highly flammable and was targeted for fuel reduction works, refer to Figure 5.

The fuel reduction program commenced in June 2022 and saw the removal of 10 metre strips of pine trees in each area - reducing the flammability of the dense pine forest, whilst also maintaining visual amenity, possible wind buffer protection and wildlife shelter.

The works involved consultation with a Pony Club leasing an area of the pine forest to ensure works would not impact their use and to ensure members were informed and not onsite during harvesting works.

Approvals were obtained from the Tasmanian Forest Practices Authority and ABCo exemption granted.

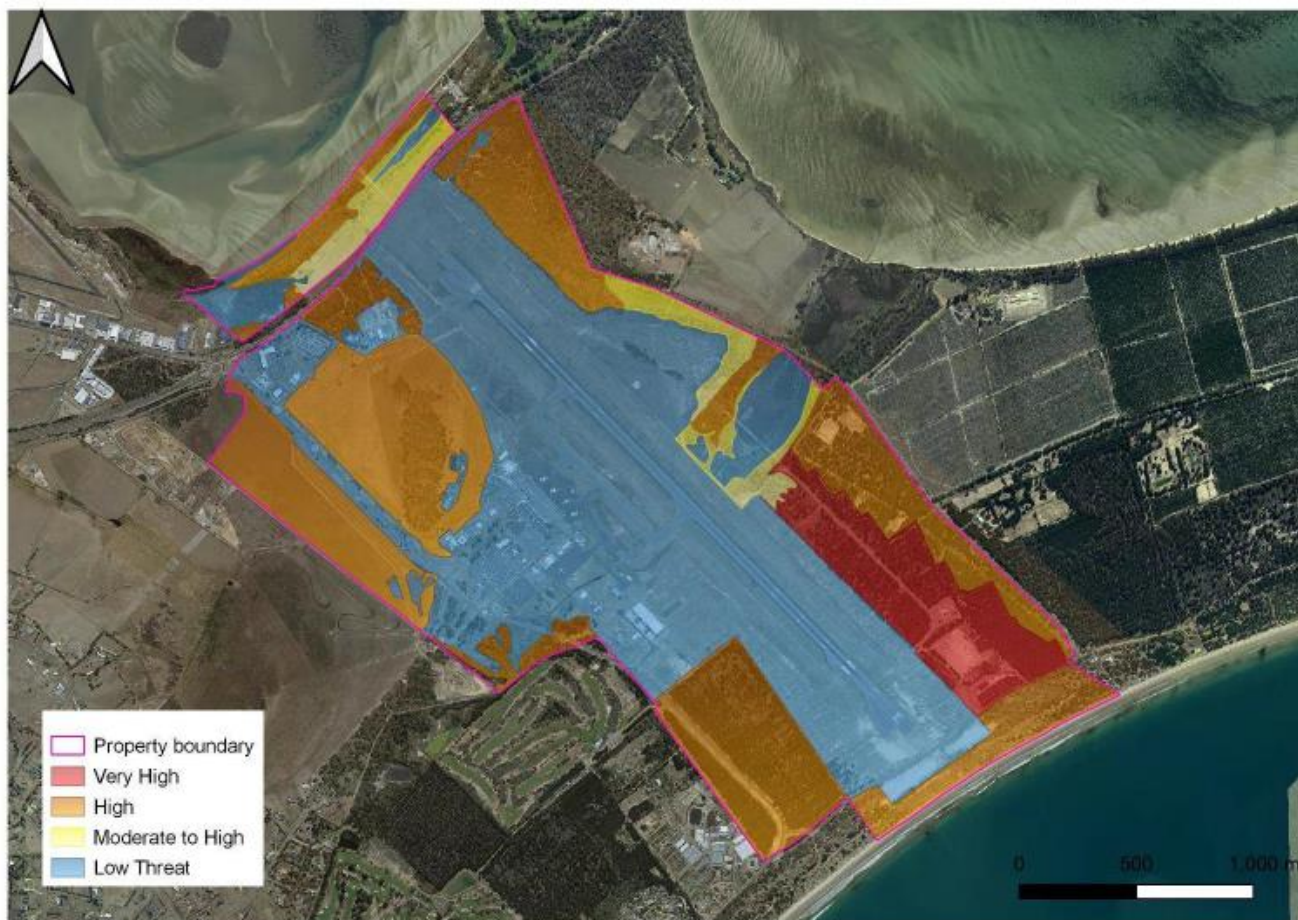


Figure 5 Vegetation grouped according to flammability rating

Weed Management

The Hobart Airport Weed Management Plan is implemented and monitored each year to enable an annual revision and prioritisation for upcoming works.

Weed species on the airport are targeted with priorities aligned to higher risk species such as Weeds of National Significance, State Declared or environmental weeds and areas where weed control is a priority due to operational reasons or risk of weed transfer.

Environmentally Significant Areas (ESAs) have site specific weed management approaches, for example, weed species continue to be progressively removed from the EPBC saltmarsh community east of the runway and the EPBC grassland community west of Holyman Avenue. Spanish Heath is a target species, and African lovegrass has been observed in the Freight Precinct, northern airport end and surrounding areas and continues to be targeted for weed removal over the reporting period.

Planting a tree for each day of operations: Fifteen Trees

We are always looking for ways to reduce our carbon footprint and play our part in preserving Tasmania's unique natural environment. Since 2019 we have partnered with Fifteen Trees to plant a new tree in Tasmania for each day our airport is in operation.

Reflecting the 2021/22 financial year we are working with Fifteen Trees to plant 365 trees during September 2022 when conditions suit planting. The planting locations are in regional areas -specifically Weegana (north west coast) and Glenorchy (outskirts of Hobart)

Locations where plantings have reinvigorated the landscape include the Brighton community, Bruny Island District School, and Wynyard.



Figure 6 Fifteen Trees heart shaped planting at Wynyard, northwest coast Tasmania

Land For Wildlife Commitment

The Land For Wildlife (LFW) program is a nonbinding voluntary conservation scheme which encourages, supports and recognises private landowners who are taking a positive approach to land management by incorporating nature conservation on their properties. LFW makes a valuable contribution to protecting nature, thanks to the strong conservation ethic of its members, and the effective community participation that is helping to safeguard wildlife across the state. [Link here for more information.](#)

Hobart Airport has historically and consistently managed significant EPBC listed vegetation and vegetation threatened at a state level. As shown in Figure 7 three key ESA locations have been registered with LFW and signage placed in publicly visible locations. Joining LFW will extend community and industry awareness of our practices and intentions - via website, newsletters across a wide Tasmanian community, social media and signage at three key locations.

The synergies with Tasmanian Land Conservancy managing the LFW program and offering offsets for Hobart Airport's carbon reduction journey are also likely to resonate with the Tasmanian community - as demonstrated in this [short social media video](#).

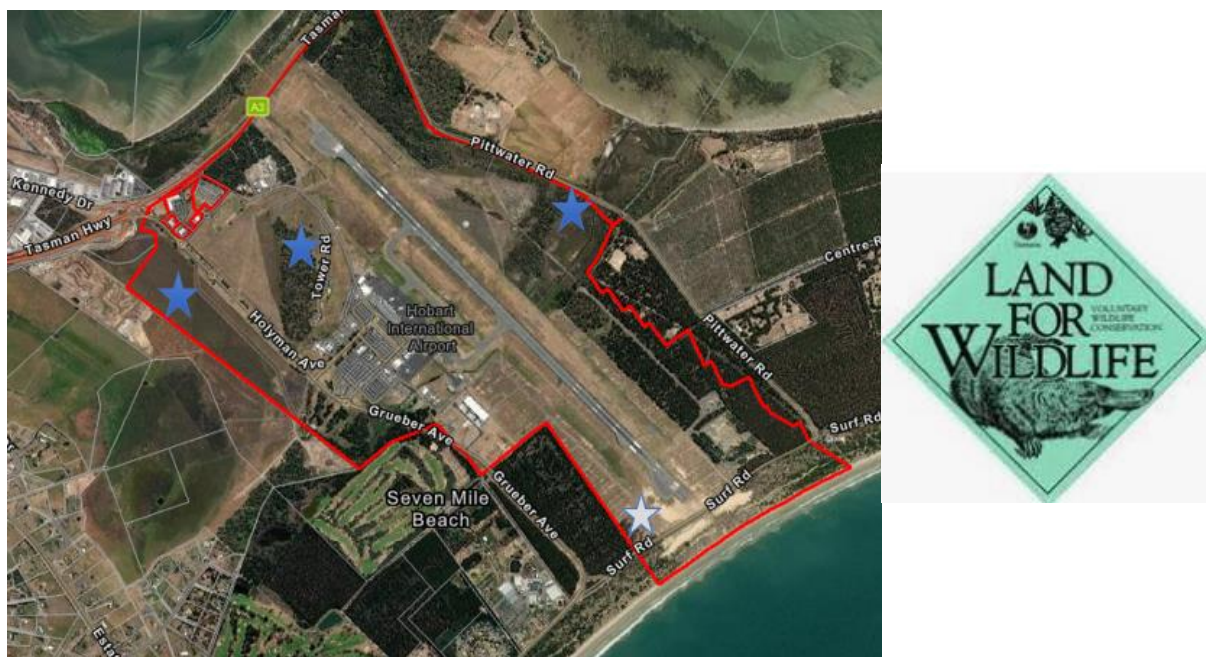


Figure 7 ESAs registered as Land For Wildlife

Native Grasslands

5 Yearly Review

Hobart Airport supports some significant areas of silver tussock (Poa) grassland, a portion of which qualifies as a ‘Lowland Native Grasslands of Tasmania’ (LNGT) ecological community, which is listed as critically endangered on the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA).

During 2022, 90 ha of grasslands were surveyed and assessed against EPBCA criteria. The total area deemed to qualify as LNGT has remained stable since the last survey in 2015 at ~21ha. Spatial distribution of qualifying grassland has changed, with some patches increasing in qualifying area and some decreasing. These changes can be attributed to environmental variation due to temperature and rainfall and management practices.

The complete Natural Values Report is included in **Appendix F**.

Indigenous Grassland Management

To better manage our grasslands, Hobart Airport is working with traditional land managers from the Tasmanian Aboriginal Council (TAC) to undertake cool mosaic burns to improve the integrity of the grassland. The first burn was undertaken in 2021 and regeneration has proven it was of benefit for grasslands renewal. Planning is in progress for a burn to occur in spring 2022 or autumn 2023, dependant on conditions being suitable. Figure 8 provides a visual reference for the lowland grassland at Hobart Airport.

All conditions associated with the Part 13 EPBC permit from the Commonwealth were approved by the Commonwealth **Appendix F**.



Figure 8 Tasmanian Lowland Native Grassland at Hobart Airport

Fauna Management

A targeted fauna assessment undertaken in 2014, identified potential habitat on Airport land for threatened fauna species. From this time, regular motion camera trap observations, predominantly near Gate 11 and 13, indicate the fauna species occurring on Airport land commonly include: the Commonwealth-listed Eastern-barred bandicoot (*Perameles gunni*), Tasmanian Devil (*Sarcophilus harrisii*), Spotted-tailed Quoll (*Dasyurus maculatus*), Tasmanian Bettong (*Bettongia gaimardi*), Echidna (*Tachyglossidae*), the Tasmanian Pademelon (*Thylogale billardierii*), Bennett's Wallaby (*Macropus rufogriseus*) and Brushtail Possum (*Trichosurus vulpecula*). The Tussock skink (*Pseudemoia pagenstecheri*) is also a listed species likely to occur on Airport land due to the presence of grasslands.

The information captured on the camera traps is collated monthly and used to determine the range of fauna using this area of the airport, frequency and time of visitation. This information adds to the Airport's knowledge of wildlife and potential hazards created in airside environments, enabling improved management approaches for the range of species that call Hobart Airport home. As one example of this in action, during the reporting year operations staff have relocated approximately ten echidnas away from the runway to ensure the survival of wildlife and safety of aircraft. Relevant information is recorded and provided to Department of Primary Industries, Parks, Water & Environment (DPIPWE).

The Wildlife Hazard Management Plan (WHMP) **Appendix E** defines the risks that wildlife pose to air traffic and sets objectives, performance indicators and procedures for the systematic management of those risks to ensure the safety of aircraft and minimise the impact on wildlife.

Virtual Fencing

In May 2019, following the construction of the access road from the Seven Mile Beach community along Grueber Avenue to the Tasman Highway, an increase in roadkill was observed.

A number of threatened species use the surrounds of the airport, including the critically endangered Tasmanian Devil and the Spotted-tailed quoll. On this basis, as part of Hobart Airport's Corporate Social Responsibility

platform, a virtual fence was installed along 1km of Grueber Avenue. This initiative has two benefits: reducing harm to wildlife and creating a safer road for tourists and the public.

Virtual fencing is an active electronic protection system that discourages animals from crossing the road when a vehicle is approaching at night via non-invasive audio and visual alerts, all of which are solar powered.

The fence was installed in early May 2019, and in the first 12 months of its installation resulted in a 63% reduction in animal fatalities compared to the previous year and this trend has continued into 2022 as demonstrated in Figure 9 below.

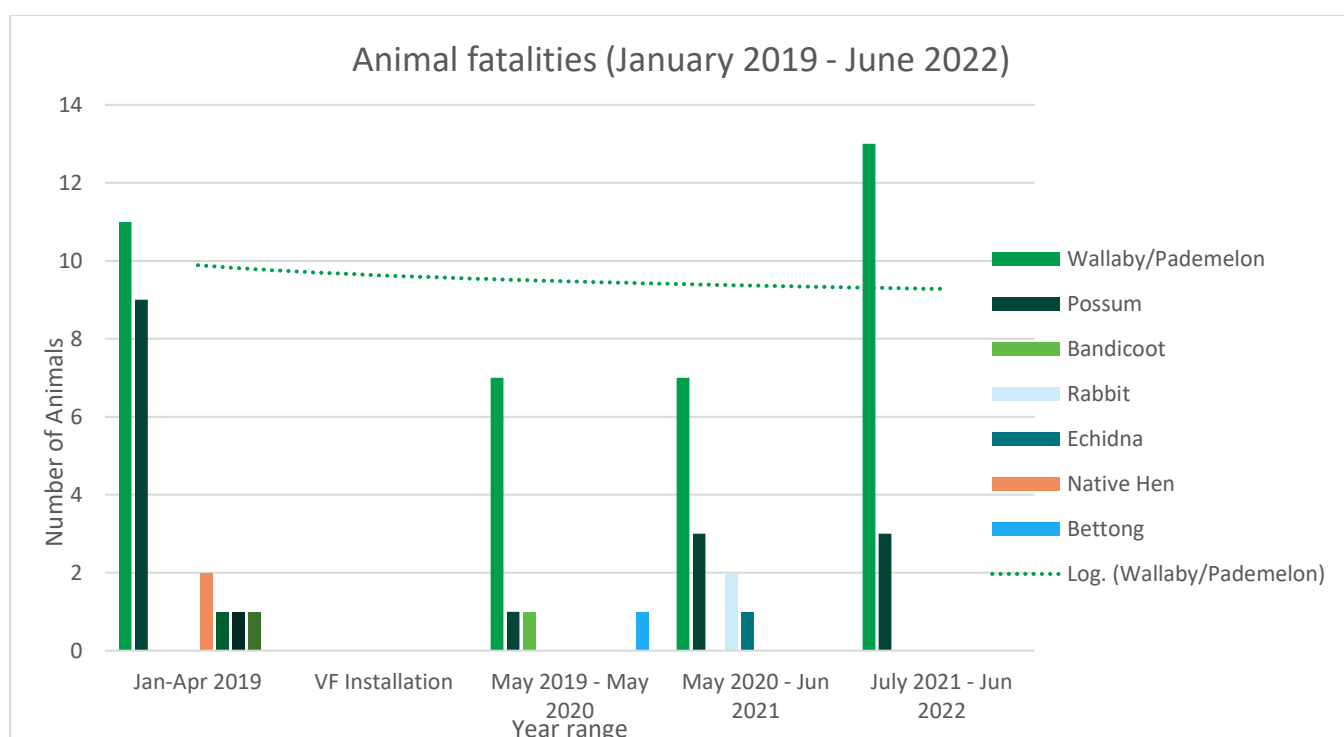


Figure 9 Virtual Fence statistics since installation

Watch out for Wildlife

In Tasmania hundreds of thousands of native animals are killed by motor vehicles each year. In a bid to protect wildlife from the impacts of vehicles, Hobart Airport and Bonorong Wildlife Sanctuary launched the Furry Feathered Friends campaign in 2018, encouraging travellers to watch out for our furry friends as they move around the state. The partnership aims to drive mass awareness in order to prevent unnecessary animal deaths on our roads and eliminate potentially dangerous situations for motorists.

The campaign has grown over the past two years with the Watch out for Wildlife messaging now in visitor centres in Triabunna and Cradle Coast as well as on the windscreens of 5,000 rental cars around Tasmania. Since 2020, stickers have been distributed to all car rental agencies at the airport and new bins were installed as part of the recently completed forecourt area sharing the same messaging – to slow down between dusk and dawn and to take extra care on our roads.



Further to this, the East Coast Tourist Drive has committed to installing the same messaging, using Hobart Airport’s “Watch out for Wildlife” designs at the entry of every township along the east coast tourist route.

Hobart Airport and Bonorong Wildlife Sanctuary are committed to spreading the wildlife road safety message to as many Tasmanian road users as possible to make our roads safer for everyone, especially our iconic species. We were pleased to support the commencement of Friends of Bonorong, a group of like-minded people and businesses that has formed in order to support Bonorong to help Tasmanian wildlife in need. This initiative and program was the focus of Hobart Airport’s submission for the 2021 Tasmanian EPA sponsored community award for sustainability.

6 Environmental Management

Water Quality Management

Lower Sinclair Creek, on Hobart Airport managed land, receives runoff from a range of sources across the airport site including aprons, taxiways, airside wash down areas, surface drainage, grated drain inlets in car parking areas and open drains. Runoff from these areas has the potential to contain a range of contaminants including PFAS, hydrocarbons, bacteria, general litter, and silt. Surface and ground water quality monitoring is undertaken by Hobart Airport and high-risk tenants, whose operations have the potential to impact water quality. Testing is undertaken at strategic locations around the airport to detect levels of contaminants (if any), to effectively manage the airport site so that impacts to surface water quality are minimised. All reports are provided to the AEO when finalised throughout the year.

Groundwater Monitoring and Management

Groundwater is monitored by high-risk tenants and by HBA around the perimeter at five specific locations where activities with potential environmental risk occur, such as the fire training ground and the fire station (shown in Figure 10). Estimated aquifer levels around the airport’s perimeter range in depth from 0.5 – 4.5m. Due to the nature of the sandy soils, there is the potential for contaminants to migrate through soils and into the underlying groundwater.

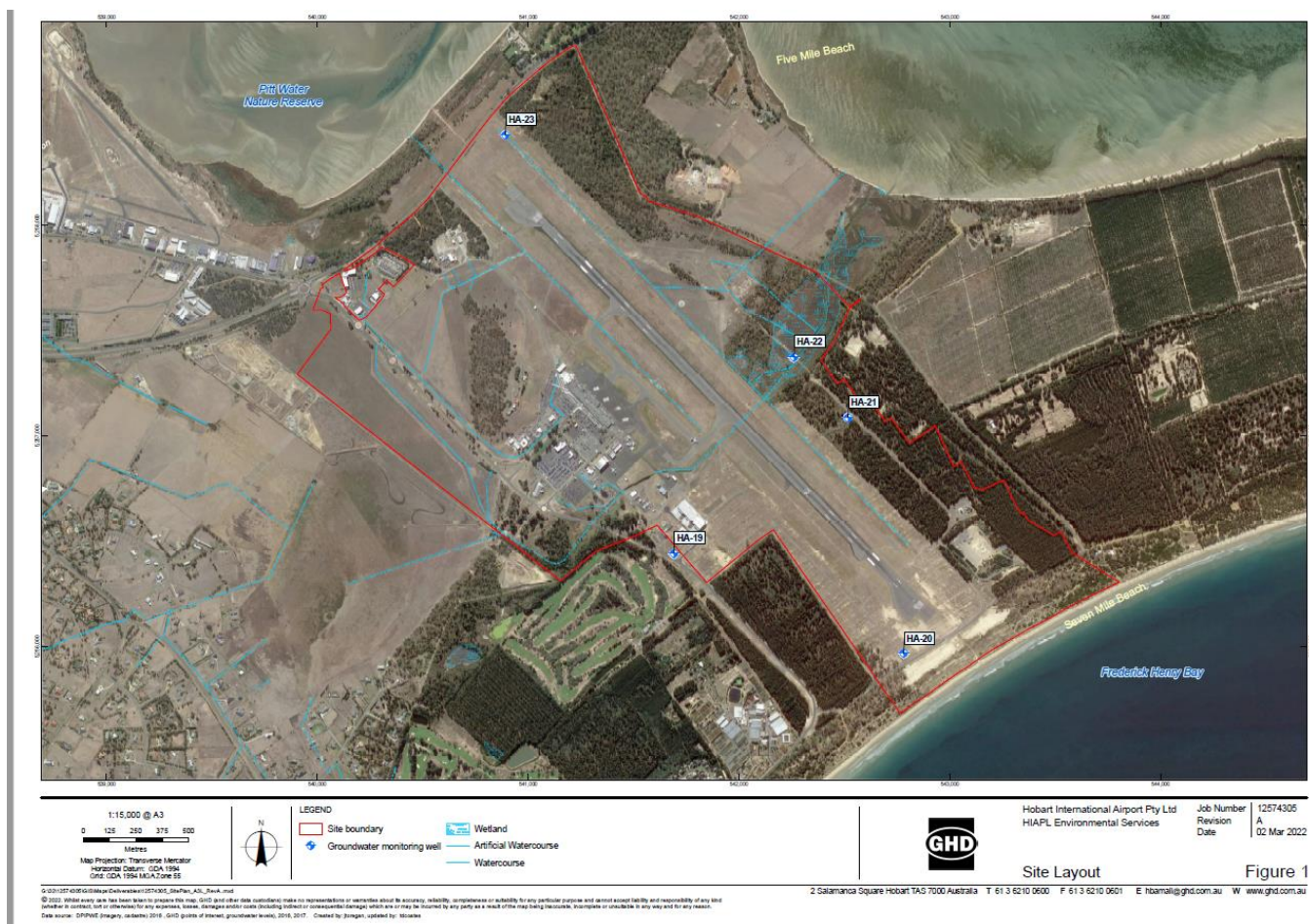


Figure 10 Ground water monitoring locations

Hobart Airport’s operating licence specifies that groundwater monitoring is required on an annual basis to satisfy regulatory compliance requirements under the *Airports (Environment Protection) Regulations 1997*. From 2018-2022 an interim agreement was in place to undertake bi-annual monitoring to assess seasonal trends. Following the summer monitoring event conducted in January 2022, it was determined that trends are consistent across seasonal periods. As such, returning to annual groundwater monitoring in winter months is sufficient to identify potential risks and continue tracking trends. This approach was considered and accepted by the AEO. A summary of the groundwater assessment undertaken in the reporting period is provided below, with further details in **Appendix B**.

September 2021

- Groundwater elevations were comparable with previous Groundwater Monitoring Events (GMEs).
- Flow directions have changed to a south-easterly direction, which is consistent with previous GMEs.
- PFAS concentrations fluctuate at well HA-23, however PFOS continues to exceed the PFAS National Environmental Management Plan (PFAS NEMP2020) ecological guideline limits. Groundwater at this location is likely to discharge to Pitt Water Orielton Lagoon. To understand the risks associated with PFAS contaminated discharge and the impacts to the aquatic biota, further investigations have been conducted by responsible agencies with support from Hobart Airport. These are outside the scope of this report. Hobart Airport remain responsible for reporting non-compliances associated with its leased area and maintain an active interest in such investigations.



- Dissolved metal concentrations on site fluctuate (especially copper, chromium, nickel and zinc), with probable increasing trend in chromium and zinc concentrations in HA-23. No other trends were observed.
- The nitrate concentration in HA-19 is fluctuating. This well is at least 1.2 km from the nearest coastline of Seven Mile Beach and is unlikely to be a risk to the receiving environment based on likely natural attenuation.
- Pesticides and hydrocarbons were below guideline limits at all wells and continue to remain below laboratory limits of reporting.
- Phosphorus concentrations are elevated but stable across the monitoring network.

Surface Water Monitoring

Surface water monitoring occurs twice yearly in March and September. Specific surface water monitoring locations are detailed in Figure 11. HIA04 rarely contains water and the AEO has approved changing the monitoring frequency of this site to when water is present. When HIA04 is dry and there is standing water in HIA04A (new drainage line from northern runway extension area), then sampling will be undertaken at this site.

During the September and March sampling events, a NATA accredited laboratory analyses the following parameters:

- Nutrients
- Faecal coliforms and *E.coli*
- Heavy metals and hydrocarbons
- PFAS suite (HIA06 and HIA09)
- Total suspended solids
- In-field measurements which include Dissolved Oxygen (DO), conductivity, temperature and pH.

The results of each surface water monitoring event are compared against criteria in Schedule 2 of the *Airports (Environment Protection) Regulation 1997*, and the trigger values for toxicants of the ANZECC Guidelines for Fresh and Marine Water Quality (2000).

All PFAS results are compared against the criteria provided in the *PFAS NEMP 2020*.



Figure 11 Surface water monitoring locations

Overall results for the reporting period indicate the following trends:

- The conductivity at all sampling locations outside the tidal zone is characteristic of freshwater environments from lowland rivers. Sites within the tidal zone (HIA03A and HIA09) record higher salinity levels, influenced by tidal movement of estuarine waters, with higher levels noted on incoming tides.
- The pH range for all samples was within the specified range for lowland rivers, remaining relatively consistent throughout all seasons.
- Total suspended solids fluctuated throughout the year with higher-than-normal levels attributed by rainfall events that are sediment loaded. The Sinclair Creek system is subject to intermittent flows which are usually episodic and short in duration. As such, variations in suspended solids are expected in a water course of this nature.
- Thermotolerant coliform levels were relatively consistent across most sites throughout the year with all sites displaying elevated levels. Levels are consistently lower at HIA09 where Sinclair Creek discharges at Five Mile Beach, dilution being the major factor.
- Hydrocarbon results were within the AEPR 1997 recommended limits for all monitoring sites.
- Ammonia results across all sites are generally above the recommended AEPR 1997 limit and fluctuate with rainfall events. Results indicate that these levels are influenced by a combination of seasonal factors and the sampling site's proximity to the Waste Water Treatment Plant (WWTP) (HIA07). Similarly, if samples are taken close to the time of discharge from the WWTP, this too can influence general nutrient concentrations. Downstream values for ammonia are largely within, or marginally above, the recommended limits, indicating a low risk of toxicity to the receiving waters.
- Results of all samples collected during the period are at or above the recommended limits for total nitrogen and occasionally, total phosphorus. Elevated nutrient concentrations in the upstream



environment are representative of a disturbed drainage environment. Possible sources include agricultural runoff and/or other soil disturbances in the catchment area upstream external to the airport site. Discharges from the WWTP may also contribute to fluctuations in nutrient levels. Hobart Airport is working in consultation with TasWater to improve nutrient concentrations within Sinclair Creek and define sources.

- Copper and zinc (metals) levels were generally within the AEPR 1997 recommended limits across all sites throughout the year, with some minor, but not significant fluctuations. It is unlikely that any elevation in metal concentrations of the levels encountered will have an adverse impact of in-stream aquatic fauna off site. Environmental buffers exist between the airport boundary and receiving waters which allows for the dissolution of metals and mixing with tidal flows.
- PFAS concentrations generally meet the PFAS NEMP 2020 levels for 90% species protection at the offsite sampling location (HIA09). PFOS levels exceed the criteria for 99% protection of species, and concentrations increased between spring and autumn months when less rainfall is generally received. PFAS concentrations at HIA06 (landside) meet the PFAS NEMP 2020 levels for 80% species protection, which is acceptable for the condition of the creek at this location and its highly modified state.
- Wet weather (September) sampling results indicate a flushing effect on Sinclair Creek and the mobilisation of PFAS contaminants. Results indicate a minor reduction in PFOS contaminants at the confluence, and a significant dilution of PFOS concentrations in the upstream environment.

All results from surface water sampling events have been provided to the AEO included in **Appendix C**. Any distinct trends and anomalies are analysed and discussed with the AEO at monthly meetings and with stakeholders as required.

A trend analysis for PFAS has been undertaken since PFAS monitoring commenced in 2016. The results of this trend analysis are provided in **Appendix C**.

PFAS Wastewater Treatment Trial

Activities undertaken by Airservices Australia (Airservices) on fire training ground at Hobart Airport requires management of excess water from training exercises and also from rainfall. Given the historical use of products that contained PFAS, there is legacy PFAS present at this site that contaminates water.

A research and development trial into the treatment of PFAS impacted water was initiated by Airservices in 2017, with the first of two trial treatment processes commissioned in September 2018 at the fire training ground. The purpose of the trials is to assess the potential for the effective treatment of PFAS impacted wastewater along with other co-contaminants from the training ground. The first pilot trial plant demonstrated its technical ability to reduce PFAS concentration in wastewater to below limit of laboratory reporting (LOR) and was decommissioned at the end of 2019.

The second trial commenced in February 2020 and continued throughout the reporting period. Indications are that the second trial plant has demonstrated success in removing PFAS from the training wastewater and remains functioning until a final option is installed by Airservices Australia.

Decommissioning of Underground Storage Tanks

Two Underground Storage Tanks (UST) for the refuelling of a tenant's vehicles (5,500L diesel and ULP) are the final two tanks under Hobart Airport's ownership. Regular dip testing occurs and there is no indication of leakage. Prior to COVID, both were scheduled to be decommissioned from use by the end of 2021 and removed within 12



months from the date of decommissioning. There were delays in decommissioning associated with COVID and moving forward the tenant is committed to decommission use from late 2022, after which Hobart Airport will investigate costs, timeframes and options to remove the tanks and remediate the site.

Tenant Audits

Aligned with the AEPR 1997, environmental audits with tenants at the airport are undertaken based on a prioritised risk and associated structure as detailed below:

1. **Annual Audit:** Tier 1 tenants who use and store fuels and chemicals that have the potential to interact with the environment through accidental spillage or overflow. Tier 1 tenants also include those with activities that require discharges to the environment (e.g. wastewater).
2. **Every second year:** Tier 2 tenants who store or use chemicals or contain areas where hazardous materials are stored and have the potential to interact with the environment through accidental spillage or overflow.
3. **Every third year:** Tier 3 tenants who do not store or use chemicals and have activities that have little interaction with the environment.

The auditing process is undertaken by a Hobart Airport representative with summary reports provided to the tenant and AEO on completion.

All Tier 1 tenants were audited during the 2021/22 financial year by the Environment and Sustainability Manager.

The individual audits are assessed for compliance against the AEP Regulations and the airport's targets and objectives outlined in Chapter 13 *Environment* of the current Master Plan. The audits address issues pertaining to the management of natural resources, energy, water, soil, biodiversity, noise and waste. Any follow up actions identified from the previous year's audit were also undertaken. A report on each tenant is completed and provided to the AEO.

The audits include a focus on increasing awareness of environmentally sensitive areas across the airport site, particularly those tenants whose activities have potential interaction with environmental values. A key focus of the 1:1 audit is sharing with tenants opportunities to collaborate in areas such as waste reduction, energy efficiency and working with the Aboriginal community, through our Reconciliation Action Plan.

Monitoring by Tenants

For Tier 1 tenants, routine monitoring is undertaken for the following:

- Routine monitoring of effluent from the Cambridge Wastewater Treatment Plant, reported by TasWater.
- Annual groundwater monitoring is undertaken by Airservices Australia from bores located at the fire training ground and Airservices building. Reports are provided to the AEO and the HBA Environment and Sustainability Manager.
- Airservices Australia undertake a Groundwater and Surface Water monitoring program that meets Airservices' environmental and site management obligations associated PFAS contamination and other firefighting activity related impacts. The plan includes an increase in monitoring sites and frequency for both surface water and stormwater, and a continuation of groundwater monitoring from existing wells.
- Airservices air quality.

- Annual groundwater monitoring of three groundwater bores located at the BP Bulk Fuel Depot and reported by Air BP.
- Annual surface water monitoring of the Air BP stormwater treatment system by Air BP.

Additional monitoring may be required by tenants because of construction or operational activities. Similarly, if monitoring is requested, all reports are provided to the HBA Environment and Sustainability Manager and AEO for review. The following tenants undertake specific monitoring of operations.

TasWater Wastewater Treatment Plant (WWTP)

The Cambridge Wastewater Treatment Plant is operated by TasWater and is located on the southeastern side of the airport (Figure 12). The WWTP is regulated by an Environment Protection Notice (EPN) No. 7447/2 which outlines the environmental conditions and limits in which the plant must operate. The conditions are set by the Tasmanian Environment Protection Authority (EPA).



Figure 12 Cambridge Wastewater Treatment Plant location

Source: www.thelist.tas.gov.au

An annual report is prepared by TasWater that summarises the performance of the WWTP. The report is submitted to the EPA for review.

A full copy of the TasWater Annual Environment Report is provided in **Appendix G**.

Key findings of the TasWater Annual Environment Report can be summarised as follows:

- Monthly flow data for 2021-22 is submitted directly to the EPA (Tasmania).
- Average daily influent volume for the reporting period totaled 711 kL/day and increase from the previous year of 620.8 kL/day.



- The total effluent discharged to waters was significantly higher 130.26 ML compared to previous year 54.9 ML.
- Discharge to reuse totaled 156.93 ML slightly less than 191.4 ML from the previous reporting period.
- Total suspended solids achieved 92% compliance with Tasmanian Environment Protection Notice (EPN).
- E.coli achieved 96% compliance with Environment Protection Notice (EPN).
- Ammonia, Nitrogen, oil and grease, Phosphorus achieved 100% compliance with Environment Protection Notice (EPN).
- There were six bypass events in the reporting period. All bypass events were the results of rainfall and discharged via the effluent discharge location.

Airservices Groundwater and Surface Water Monitoring

Airservices Australia’s Aviation Rescue and Fire Fighting (ARFF) service operate and manage the firefighting facilities at the airport.

During the 2021/22 financial year, a decision was made by Airservices to rationalise its independent environmental monitoring arrangements in order to maximise the quality and efficiency of the process. Due to the need to establish new contracting arrangements, and a delay with the contract being signed, monitoring was not undertaken in the 21/22 year. A new contract is in place for the 22/23 financial year with plans in place to advise the 22/23 monitoring program schedule by November 2022.

Air Rescue Fire Fighting Air Quality Monitoring

Potential air quality issues are largely associated with hot fire training exercises by the Air Rescue Fire Fighting (ARFF) Service at the fire training grounds. ARFF provide hot fire reports to the Airport Environment Officer (AEO) and Hobart Airport’s Environment and Sustainability Manager on completion of each exercise. The report provides details on the time and date of the exercise, duration, the type and quantity of fuels, extinguishing agent, and any unusual environment event.

Air BP

Groundwater Bores at AirBP Bulk Fuel Depot

AirBP Australia Pty Ltd (BP) undertakes annual groundwater monitoring at the bulk fuel storage and refueling area located airside. A groundwater monitoring event was undertaken on 30 June 2022 to gauge and sample the 2 groundwater monitoring wells. Results of the sampling event are outlined in Table 2:

	2021	2022
Depth to groundwater in monitoring wells	between 0.628 and 0.916 metres below top of well casing (mBTOC).	ranged from 0.475 to 0.738 mBTOC.
Groundwater flow	generally towards the north with an approximate average hydraulic gradient of 0.0062.	generally towards the north with an approximate average gradient of 0.008.
Light Non-Aqueous Phase Liquids (LNAPL)	was not observed in any of the wells, nor has it been reported in the past.	not observed in any of the monitoring wells gauged and/or sampled.
Hydrocarbons	No hydrocarbon or unusual odours were observed.	
COPC	All COPC concentrations were reported as below the LOR, which is consistent with historical results.	
Assessment criteria	No exceedance of the adopted assessment criteria was reported.	

Table 2 Air BP ground water monitoring Bulk Store data comparison

The annual GME program will continue, with the next event scheduled for 2023.



Air BP Stormwater Treatment System

BP undertakes monthly surface water sampling at discharge points of the stormwater treatment system. SW1 was sampled on 28 April 2022. All parameters were within the AEPR 1997 accepted limits of contamination for water (Part 11, Schedule 2)

Air BP NPI Reporting

Air BP submits a National Pollutant Inventory (NPI) Report on an annual basis via the NPI online reporting system. The 2020-2021 report provides information on any increase or decrease in emissions when compared to previous reporting years.

Copies of all the above-mentioned environmental monitoring reports for Air BP are provided in **Appendix J**.

BP Hobart Airport Service Station

Groundwater monitoring (GME)

An annual GME was undertaken in wells at this site on 28 June 2022. The GME was completed in accordance with BP's Standard Operating Procedure and all samples were analysed by a NATA accredited laboratory for Total Petroleum Hydrocarbons (TPH), Total Recoverable Hydrocarbons (TRH), Benzene, Toluene, Ethylbenzene, Xylenes (BTEX) and Naphthalene. Results of the sampling event indicate the following:

	2021	2022
Depth to groundwater in monitoring wells	1.920 and 2.402 metres below top of well casing (mBTOC)	ranged from 1.563 to 2.066 mBTOC.
Inferred Groundwater flow	west, with an approximate average hydraulic gradient of 0.018	west with an approximate average gradient of 0.018
Light Non-Aqueous Phase Liquids (LNAPL)	Light Non-Aqueous Phase Liquids (LNAPL) was not identified in any of the wells gauged	
Hydrocarbons	All wells reported hydrocarbon concentrations below the <i>Airports (Environment Protection) Regulations 1997</i> – accepted limit of contamination for fresh water or marine water	
COPC	The reported results from the existing monitoring well network is reported consistent with historical results, with all COPC concentrations below LOR.	
Assessment criteria	No exceedances of the adopted assessment criteria were reported	

Table 3 Air BP ground water monitoring service station data comparison

A copy of the BP Airport Service Station GME report is provided in **Appendix K**.

Remedial Plans

A Remediation Action Plan has been drafted during the reporting period for an underground fuel line leak reported in 19/20.

No remedial plans have been developed for any area of airport land at the time of reporting.



Additional Environmental Initiatives

Additional environmental initiatives undertaken during the reporting period are summarised in the above sections of this report.

Occurrences of Environmental Significance

There were no occurrences of environmental significance documented during the reporting period.

Cultural Discoveries

There were no discoveries of Aboriginal cultural heritage or historic heritage during the reporting period. The requirement for an Unanticipated Recovery Plan remains in areas where cultural artefacts are known to exist.

Enduring Environment Pollution Problems

Investigations and remediation planning following the fuel line leak in 2019 has progressed significantly in the reporting period. Delays in managing the incident were due to COVID-19 resourcing constraints.

Incidents of Pollution and Contraventions of the Regulations

There have not been any incidents contravening the Airport regulations during the reporting period.

APPENDIX A – Sustainability Strategy – Pillars





APPENDIX B – Groundwater Monitoring Reports – Hobart Airport Perimeter Wells



APPENDIX C – Surface Water Reports & PFAS Trend Analysis



APPENDIX D – OLS Assessment



APPENDIX E – Wildlife Hazard Management



APPENDIX F – EPBC Grassland



APPENDIX G – TasWater Monitoring Report



APPENDIX H – Progress Against AES Commitments

	Commitments Achieved	26
	Routine (as required)	21
	Continuous (ongoing)	6
	To be completed	0

Annual Environment Strategy Commitments		
Target – Resource Use	Timeframe	2021/2022 Comment
Development and implementation of energy efficient strategies using information provided from reputable sources and adopt recommended actions where applicable	As required	Energy efficient strategies adopted and identified in CMP
Incorporate energy efficient measures for new developments	As required	Incorporated into new developments
Continue to identify opportunities to improve natural resource use during annual tenant audits and review HBA resource use for the AER	2015-2020	Number of new opportunities identified from audits
Continue to investigate and promote recycling initiatives for tenants	2015-2020	Number of recycling initiatives promoted for tenants
Ensure Contractor CEMPs include measures to reduce generation of waste	2015-2020	Waste reduction included in all CEMPs
Promote water reuse from the WWTP when water quality is suitable for reuse	2015-2020	Water reuse promoted when suitable
Target – Land	Timeframe	2021/2022 Comment
Continued investigations into PFOS and PFOA and remediation measures and liaison with Airservices	Ongoing	PFOS and PFOA investigations undertaken and ongoing communication with Airservices
Annual review and update of contaminated sites and UPSS register	Annual	Reviewed annually and updated
Investigations into the remediation of disused landfill site (airside)	2016	Investigation undertaken
Incorporation of mitigation measures to land in CEMPs	As required	Included in all CEMPs
Site investigations of potential contaminated sites prior to disturbance or development projects, including analytical testing	As required	Site investigations undertaken in areas of known contamination
Incorporation of the Commonwealth PFAS Management Guidelines for the management of PFAS impacted soil and water	As required	Guidelines incorporated into assessments
Assessment and clearance of sites where UPSS are removed by a qualified consultant	As required	Environmental clearance gained
Appropriate mitigation measures in place where the potential for disturbance of acid sulphate soils exist	As required	Mitigation measures included in CEMPs
Target – Surface water and groundwater	Timeframe	2021/2022 Comment



Continuation of surface water quality monitoring and groundwater monitoring (reduced scope due to Covid-19 Pandemic)	Ongoing	Number of events undertaken
Water quality monitoring reports to be provided to AEO and review program periodically based on results	Ongoing	Reports submitted to AEO
Communication with TasWater regarding wastewater discharges and potential impacts or complaints	Ongoing	Incidents raised with HBA
Communication with tenants on stormwater control devices (servicing and maintenance) and effectiveness of mitigation measures	Annual	Evidence of communication and audit reports
Annual review of SMPs relevant to water quality, update as required and include within the IMS	Annual	Reviewed annually and updated
Review and update of SMPs 05 and 06	2016-2017	Reviewed annually and updated
Ensure all CEMPs on projects identify environmental risks to water quality and the appropriate mitigation measures are in place to prevent/minimise environmental harm	As required	Mitigation measures included in CEMPs
Target - Biodiversity	Timeframe	2021/2022 Comment
Continued liaison with relevant departments at the state and Commonwealth level regarding biodiversity issues as they arise	As required	Liaison on biodiversity issues
Continue to ensure that all CEMPs incorporate measures to minimise potential adverse impacts to biodiversity values	As required	Mitigation measures included in CEMPs
Annual review of site management procedures relevant to biodiversity, update as required and include within the IMS	Annual	Reviewed annually and updated in IMS
Annual assessment of targeted threatened species populations during optimal flowering periods and updated mapping	Annual	Priority annual assessments undertaken
Continue to raise awareness of airport biodiversity values through annual tenant auditing	Annual	Included in tenant auditing
Continued monitoring and management of pest and weeds throughout the site	Annual	Weed monitoring occurs
Development and implementation of management actions to improve selected areas of grassland to EPBC qualification level and monitoring of success	2015-2020	Management actions implemented (weed control, inspections)
Undertake targeted fauna survey for the Tussock Skink in grassland areas	2015	Survey undertaken Alternative survey methods to be trialled in future site investigations
Ensure construction activities incorporate mitigation measures to minimise impacts to adjacent wetlands e.g., silt traps, detention facilities, run-off control	As required	Mitigation measures included in CEMPs
Review operational activities and procedures to ensure potential impacts to adjacent Ramsar listed wetlands are minimised	Annual	Reviewed annually and updated
Target – Cultural Heritage	Timeframe	2021/2022 Comment
Continued liaison with relevant departments at the state and Commonwealth level and community organisations regarding heritage issues as they arise	As required	Liaison with Departments on historic and Aboriginal heritage issues
Continue to ensure that all contractor CEMPs incorporate measures to minimise potential adverse impacts to heritage values	As required	Mitigation measures included in CEMPs



Implementation of the CHMP and recommendations	Annual	Recommendations of CHMP implemented
Annual review of site management procedures relevant to heritage values, update as required	Annual	Reviewed annually and updated
Continue to raise awareness of airport heritage values through annual tenant auditing	Annual	Awareness raised through auditing process
Target – Air Quality	Timeframe	2021/2022 Comment
Document and respond to air quality related complaints raised because of activities at the airport	Ongoing	Zero complaints were received.
Review of ARFF firefighting training reports and notifications and liaison as required	Ongoing	Review undertaken
Review of contractor CEMPs to ensure potential air quality impacts are addressed	As required	Mitigation measures included in CEMPs
Liaise with Government Departments regarding air quality initiatives/requirements where relevant to airport operations	As required	Air quality requirements were achieved
Review and update of the environmental risk register	Annual	Reviewed annually and updated
Review and update of the HBA asbestos and ozone depleting substances register	Annual	Reviewed annually and updated
Target - Noise	Timeframe	2021/2022 Comment
Continuation of discussions with CACG on potential noise related issues	Quarterly	Noise issues addressed in CACG meetings
Review and update ground-based noise management procedures and implement accordingly	Bi-annually	Reviewed bi-annually and updated in IMS
Continue to liaise with tenants on mitigation measures for ground-based noise	Annual	Ground-based noise issues addressed
Review of contractor CEMPs to ensure potential ground-based noise impacts are addressed	As required	Mitigation measures included in CEMPs
Update complaints register regarding ground-based noise issues	As required	Register updated
Undertake noise quality assessments where impacts persist and remain unresolved	As required	Assessments not required
Participate in Government programs or initiatives on noise mitigation schemes	As required	Participation supporting Air Services
Target – Hazardous Materials	Timeframe	2021/2022 Comment
Review of legislative changes in waste management and implement any changes as required, including internal SMPs e.g., disposal of controlled waste and update IMS accordingly	Annual	Review undertaken annually
Continue to liaise with tenants on mitigation measures for the handling and storage of contaminating substances during annual audits	Annual	Mitigation measures discussed during annual audits
Ensure all potentially hazardous waste is classified and disposed of by a licensed contractor to an appropriate receiving facility	As required	Hazardous waste disposed effectively
Review of contractor CEMPs to ensure the storage and handling of contaminating substances are addressed appropriately	As required	Mitigation measures included in CEMPs

APPENDIX I – Glossary of Terms

ACI	Airports Council International
AEO	Airport Environment Officer
AEPR	<i>Airports (Environment Protection) Regulations 1997</i>
AER	Annual Environment Report
AES	Airport Environment Strategy
ANZECC	Australian and New Zealand Environment and Conservation Council
ARFF	Air Rescue Fire Fighting
BTEX	Benzene, Toluene, Ethylbenzene and Xylene
CCAP	Climate Change Adaptation Plan
CEMP	Construction Environmental Management Plan
CEO	Chief Executive Officer
COPC	Chemical of Potential Concern
DPIPWE	Department of Primary Industries, Parks, Water & Environment
EMS	Environmental Management System
EPA	Environment Protection Authority
EPBC	<i>Environment Protection and Biodiversity Conservation (Act)</i>
ESA	Environmentally Sensitive Area
ESR	Environmental Site Register
GME	Groundwater Monitoring Event
HBA	Hobart International Airport Pty Ltd
HEPA	Heads of EPA
IMS	Integrated Management System
ISO	International Organisation for Standardisation
kL	Kilolitres
LNAPL	Light Non-Aqueous Phase Liquids
LED	Light-Emitting Diode
LOR	Limit of Reporting
mBTOC	Metres Below Top of Casing
NPI	National Pollutant Inventory
OLS	Obstacle Limitation Surface
PAH	Polycyclic Aromatic Hydrocarbon
PFAS	Per- and poly-fluorinated alkyl substances
PFOA	Perfluorooctanoic Acid
PFOS	Perfluorooctanesulfonic Acid
SMP	Site Management Procedure
TPH	Total Petroleum Hydrocarbon
TRH	Total Recoverable Hydrocarbon
UPSS	Underground Petroleum Storage System
WWTP	Wastewater Treatment Plant



APPENDIX J – Air BP airside reports



APPENDIX K – BP Service station Reports