



Hobart Airport

Annual Environment Report 2022-2023



Hobart Airport
TASMANIA

Image of a cultural burn of protected grassland.

Each year we work closely with the Tasmanian Aboriginal Centre (TAC) to manage critically endangered grasslands around the airport through cultural burns. These traditional land burning practices reduce biomass and encourage regrowth.

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1. Executive Summary

This Annual Environment Report (AER), covering financial year 2022-2023, summarises Hobart Airport's annual environmental performance aligned with the Environment Strategy (Chapter 13) detailed in the Hobart Airport Master Plan 2015. In March 2023, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) approved the Hobart Airport Master Plan 2022. This new Master Plan sets out the Airport's strategic vision over the 20-year planning horizon. Both Master Plans are referenced in this AER.

While serving to fulfill the regulatory reporting requirements of an airport operating on Commonwealth lands, this AER also highlights achievements above and beyond regulatory requirements that demonstrate our commitment to operating a sustainable business.

Sustainability is embedded into everything that we do at Hobart Airport through our three pillars of Inspiring People and Community, A trusted business with strong growth, and Environmental Stewardship. Examples of how we are embedding this within the organisation are provided throughout this report.

Over the reporting period (July 2022- June 2023) the airport has continued to demonstrate continuous improvement in environmental management. Working towards the long-term goals of the Master Plan, progress has already been made with key developments well underway. Activities are detailed in the latter sections of this report along with other environment based undertakings.

Reporting against the Environment Strategy in the Master Plan 2015-2020 and the Master Plan 2022 is contained in the following sections of this AER. Environmental objectives, targets, and progress against these are detailed in Appendices F and G.

Introduction

The location of Hobart Airport within the state and local context is illustrated in Figure 1. Hobart Airport’s Annual Environment Report (AER) for financial year 2022-2023 summarises the airport’s annual environmental performance aligned with the Environment Strategies contained within Chapter 13 of the Hobart Airport Master Plan 2015-2020 and Chapter 11 of the new Hobart Airport Master Plan 2022. The Master Plan 2022 was completed under the planning framework of the Airports Act 1996, and includes revised environmental targets and objectives, appropriate for the future planning and operation of Hobart Airport.

This AER fulfills the regulatory reporting requirements of an airport operating on Commonwealth Lands. In addition, it highlights achievements beyond regulatory obligations in minimising environmental impacts and demonstrates 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:

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:

- Information, mentioned in sub regulation 6.02 (3), added to the environmental site register for the preceding year; and
- 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
- 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 Name	Incident OccurredOn	Reported By	Incident Location	Incident Status	Incident Category	Incident SubCategory	Incident Risk Rating
992	Fuel spill - Sharp Airlines cabin (CSE Shed)	Hobart Airport	Operations	Jun 14, 2023	Cameron BLAKE	Airside	Closed	Environmental	Spill	Low
988	Bay 6 oil spill from JQ loader	Hobart Airport	Operations	Jun 08, 2023	Bailey ELMER	Airside	Closed	Environmental	Spill	Low
976	Hollyman Ave garden bed fire	Hobart Airport	Operations	May 23, 2023	Warren WYUE	Landside	Closed	Environmental	Fire	Low
970	Oil leak near Bay 12/ Gate 1 Airside	Hobart Airport	Operations	May 17, 2023	Jackson TURNER	Airside	Closed	Environmental	Spill	Low
915	Concrete Slurry Spill - Wedge Carpark	Hobart Airport	Project Delivery	Apr 13, 2023	James DENNETT	Airside	Closed	Environmental	Spill	Low
913	Hydraulic oil leak	Hobart Airport	Assets	Mar 22, 2023	Philip NORRIS	Landside	Closed	Environmental	Spill	Low
902	Fuel/Oil leak from Hertz vehicle	Hobart Airport	Environment	Mar 28, 2023	Nicole SHERIFF	Landside	Closed	Environmental	Spill	Low
889	TasWater sewer break	Hobart Airport	Environment	Mar 15, 2023	Nicole SHERIFF	Landside	Closed	Environmental	Soil Contamination	Medium
858	Significant fuel leak on Bay 22	Hobart Airport	Operations	Feb 07, 2023	Jackson TURNER	Airside	Closed	Environmental	Spill	Low
832	Waste spill on Bay 6	Hobart Airport	Risk and Safety	Jan 11, 2023	Janine LOUDEN	Airside	Closed	Environmental	Spill	Low
803	Dust blowing from the wedge	Hobart Airport	Operations	Dec 28, 2022	Darren DODGE	Landside	Closed	Environmental	Other	High
767	Waste spill bay 2	Hobart Airport	Operations	Nov 22, 2022	Warren WYUE	Airside	Closed	Environmental	Spill	Low
758	Oil spill in drop off lane	Hobart Airport	Operations	Nov 14, 2022	Simon ATTONI	Landside	Closed	Environmental	Spill	Low
705	Suspected bird strike / Carcass found on RWY	Hobart Airport	Operations	Sep 27, 2022	Jackson TURNER	Airside	Closed	Environmental	Other	Low
677	Sewerage overflow into the stormwater	Hobart Airport	Risk and Safety	Sep 03, 2022	Craig RILEY	Landside	Closed	Environmental	Water Contamination	Low
653	Hydraulic Oil Leaks from JQ loader on Bay 6	Hobart Airport	Operations	Aug 02, 2022	Phillip ATKINSON	Airside	Closed	Environmental	Spill	Low

Figure 2 Environmental Incident Record 2022-2023

Environmental Registers, Procedures and Compliance

The Hobart Airport Environment Policy (Figure 3) underpins the environmental registers and procedures which support the airports approach to environmental management reflective of compliance requirements. Such registers and procedures include:

- Environment Chapter within the Master Plan which outlines the targets and objectives for environmental management 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): asbestos, fuel storage tanks, heritage sites, contaminated sites.
- Details of the nature, date and place of any occurrence of environmental incident - 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 Management Plans (CEMP) for specific projects and contracts
- Regular review and application of site management procedures;
 - › SMP01 – Contaminating Substances (May 2023)
 - › SMP02 – Asbestos Management (July 2022)
 - › SMP03 – Air Quality and Noise (May 2023)
 - › SMP04 – Waste Management (June 2023)
 - › SMP06 – Stormwater Runoff and Treatment (June 2023)
 - › SMP07 – Environmentally Significant Areas (June 2023)
 - › SMP08 – Vegetation Management (June 2023)
 - › SMP09 – Mowing (June 2023)
 - › SMP10 – Weed Management (June 2023)
 - › SMP13 – Environmental Awareness (May 2023)
 - › SMP14 – Llanherne House (July 2023)
 - › SMP15 – Environmental Monitoring (November 2022)
 - › SMP16 – Stockpile Management (May 2023)

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.



Norris Carter
Chief Executive Officer

Progress against Environmental Commitments

Environmental commitments outlined within the Environment Chapter of the Master Plan 2015-2020 and Master Plan 2022 are linked to objectives in the Hobart Airport Environment Policy (Figure 3).

All 53 commitments identified in the Master Plan 2015-2020 have been actioned within the strategy period with comments relating to progress against commitments detailed in Appendix F.

The development of the Master Plan 2022 and subsequent approval in March 2023 included new targets and commitments to guide Hobart Airport in achieving its environment and sustainability goals for the future.

Progress against these goals for the period March 2023 – 30 June 2023 is tracked in Appendix G.



3. Sustainability

United Nations Sustainable Development Goals (UNSDGs)

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

While not all 17 SDGs directly relate to Hobart Airport, partnerships and programs like our Corporate Social Responsibility (CSR) Program support alignment. We have identified eight UNSDGs that our core business can directly align with.



Figure 4 – UNSDGs relating to Hobart Airport

Sustainability Strategy

Our goal is to embed sustainability into everything that we do. To achieve this, we have incorporated our sustainability strategy into our broader business strategy. By continually returning to this sustainability approach, 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 a project or aspect of operation - this is an end-to-end sustainability approach. The following

sections of this report detail specific undertakings during the 2022-2023 financial year towards achieving Hobart Airports Sustainability Strategy.

The three pillars of sustainability at Hobart Airport are:

- I. Inspiring People and Community
- II. Environmental Stewardship, and
- III. A Trusted Business with Strong Growth



Figure 5 – Sustainability Pillars

Global Real Estate Sustainability Benchmark Reporting

Hobart Airport has participated in the international program, Global Real Estate Sustainability Benchmarking (GRESB), over the last 3 years. This program assesses and benchmarks our environment, social and governance sustainability performance against our peers nationally and internationally. Each year we have achieved an improved score. In October 2023 Hobart Airport achieved a score of 94 from a possible 100.

2023 GRESB Infrastructure Asset Benchmark Report

Hobart International Airport Pty Ltd | Hobart International Airport Pty Ltd



Figure 6 – Hobart Airport GRESB Rating

Reconciliation Action Plan

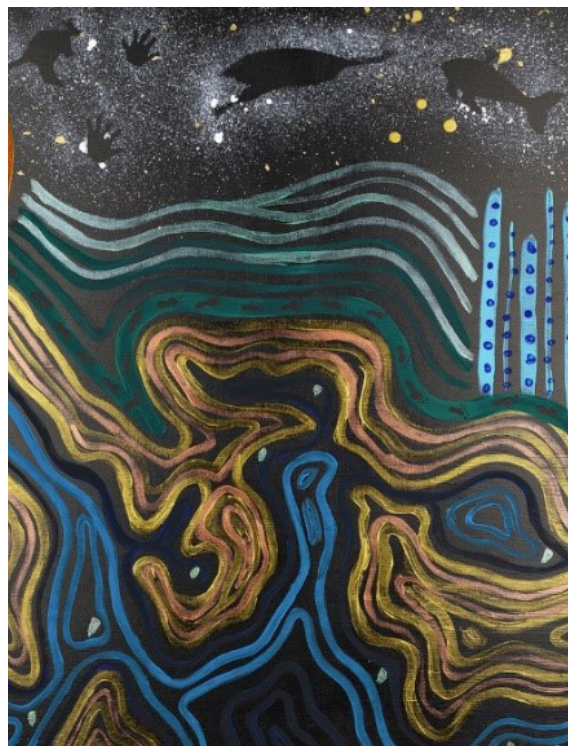
In May 2021, Hobart Airport's first Reconciliation Action Plan Working Group (RAPWG) was formed and in 2022 we launched our Reflect Reconciliation Action Plan (RAP). It has been through the delivery of our RAP commitments that we have gained a deeper understanding of the importance of reconciliation and what role we as a business can play in this journey.

Our Reflect RAP concluded in December 2022 and in 2023 we have continued to work through the actions to ensure we deliver on our commitments while we also work on the next reiteration, our Innovate RAP. A lot of progress has been made but we know there remains a long way to go. We have focused on getting the right governance structures in place, improving education and building relationships with the Indigenous community. We believe these are the solid foundations which are required for an authentic and meaningful RAP.

Through ongoing engagement and learning, we've deepened our understanding of the challenges faced by Aboriginal people and we continue to seek opportunities for greater collaboration to drive positive change in our business and our community.

Progress this reporting year include the addition of Indigenous and Torres Strait Island flags in our Administration building, renaming of meeting rooms referencing Aboriginal place names and active participation in business forums led by Reconciliation Tasmania sharing our

reconciliation journey. Cultural Awareness training now forms part of our employee induction program and over 80% of our team have completed the training.



Climate Change Action

Hobart Airport developed our first Climate Change Adaptation Plan (CCAP) in October 2020. This is reviewed annually to ensure it remains reflective of the continual developments on this critical issue. The CCAP articulates the Airport's approach to managing climate change risks and opportunities and includes a climate change risk assessment. In 2023 the CCAP was integrated into our broader energy and emissions reduction planning - Integrated Carbon Management Plan as described in Section 4.

4. Energy and Resources

Energy and Emissions Management

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

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 on ground aircraft movements, tenant/contractor ground support equipment, water use, waste, ground access, business travel, and commuting staff.

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

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

Hobart Airport has been involved with the ACA since 2017, and achieved Level 2 accreditation in February 2019. This was maintained until 2021 calendar year when Hobart Airport achieved Level 3+ Carbon Neutrality. During the 2022-2023 AER reporting period, Hobart Airport again achieved Level 3+ accreditation. Hobart Airport is well placed to achieve Level 4 accreditation as a longer-term goal as outlined in the Master Plan 2022.



Offsetting Unavoidable Emissions



As part of our commitment to minimise the impact of our operations on the environment, we are focussed on achieving emissions reductions as well as influencing and supporting our stakeholders where possible.

The emissions under our direct control (Scope 1 and 2) are fuel and electricity use. These energy intensive resources are challenging to avoid in the immediate future. Hobart Airport continues to seek ways to reduce our carbon footprint, in the interim, we offset these emissions through the purchase of quality, Tasmanian focused carbon offsets.

Tasmanian Land Conservancy (TLC) offsets are captured through 'avoided forestry'. As part of the previous Gunns (Forestry company) estate, the areas now utilised for carbon sequestration were previously slated for logging with forest practices plans in place. The carbon captured is additional to existing timber growth, ensuring credits can be validated with industry standards. The TLC carbon methodology also provides the benefits of being biodiverse and having high conservation value in Tasmania.

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 carbon-neutral' involves the funding of government accredited projects such as Qantas carbon offsets, which contribute to environmental causes across Australia and internationally. Staff business travel involved close to 90 flights (including those with multiple connections) taken in 2022/2023. The majority had offsets applied from the airline when booking and additional offsets were purchased from TLC, to cover those flights not included in direct airline offset programs.



Waste Management

Hobart Airport produces an average of 320-370 tonnes of total consumer waste per year. Around 20% of this is diverted from landfill.

While waste forms a very small component of the airport's emissions profile, we have an ongoing commitment to avoid, manage and reduce impacts associated with waste as identified in the Master Plan 2022. This commitment is supported through the Waste Management Strategy and driven by the Waste Management Committee. This committee comprises staff from environmental, asset, and commercial business units. Standard Management Processes (SMP) for waste management are in place to support contractors and business partners to align with our strategy and practices.

The baseline requirement of the plan is to have the appropriate measures for waste management in place and that waste is disposed of in accordance with regulatory requirements. Beyond this and aligning with our strategy to embed sustainability into everything that we do, we are committed to reducing the generation of waste and maximising diversion wherever commercially practical and within the scope of our control. Where it is not within our control, we work to influence our stakeholders, tenants and business partners in their waste journeys.

The Waste Management Strategy identified fifteen actions to effectively manage and improve the ways in which waste is managed. Since inception, 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 Administration Building
		2022-2025	Under consideration in upgraded terminal design
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 administration building
		2022-2025	Under consideration while ground transport and terminal upgrades are under development
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	Project part of new terminal and ground transport development
	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 Hobart Airport to manage waste streams	2022	Achieved
Reduce the amount of quarantine waste to landfill	Investigate opportunities for reducing quarantine waste from airside environments	2022-2025	Achieved
	Engage with airlines and cleaning contractors	2022-2025	Achieved
	Develop an operational manual for quarantine waste segregation in consultation with airlines and ground handling staff. Biosecurity endorsement required.	2020	

Table 1 – Hobart Airport's Waste Management Action Plan

An eight stream segregation system is used in our administration building. This will revert to nine when soft plastic recycling is reintroduced nationally. This approach continues to successfully divert landfill waste to recycling and re-use options using the following segregation options:

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

* program ceased nationally in mid 2022

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 2022-2023, biosecurity waste comprised 14% 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. Magazines are now 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 achieved in 2022 and waste contractors are working to recycle magazines, a process that is not straightforward due to the glossy print of magazines being less suited to recycling systems.

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 is a low-risk trial. If proven successful, we will 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

Mapping of bin locations to align with pedestrian use across the terminal precinct was undertaken to better inform locations of bins and placement of recycling options in high use areas.

Following the completion of significant car park works in 2023/24 FY locations and disposal/recycling options will be investigated to maximise diversion from landfill.

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.

Cultural Burn of Grassland

The native grasslands (silver tussock, lowland *Poa labillardierei*) present at Hobart Airport are among the most critically endangered vegetation communities in Australia and consequently are listed as critically endangered under the Commonwealth Environment Protection and Biodiversity Act 1999 (EPBC), classified as lowland native grasses of Tasmania (LNGT).

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. A second burn was completed in May 2023.

An active management and monitoring plan was established to monitor and ensure the grassland condition is maintained and improved over time. The monitoring has indicated that these grassland areas have benefited greatly from low intensity slow burns, which improve the soil health and reduce the thickness of grasses. This in turn, allows threatened herbs, and the fauna they support to thrive following the burn.

All conditions associated with the Part 13 EPBC permit from the Commonwealth were approved by the Commonwealth. Appendix D contains a copy of this permit.

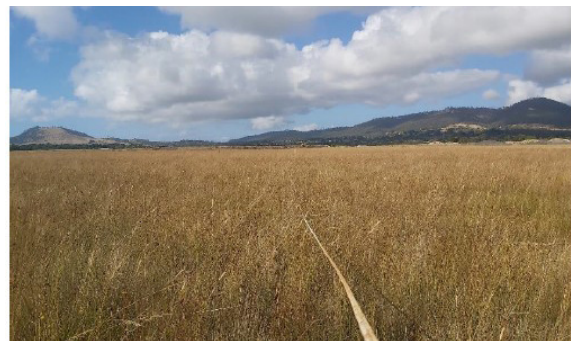


Figure 7 – Native grasslands at Hobart Airport



Figure 8 – Cultural burning of native grasslands



Weed Management

The Hobart Airport Weed Management Plan is implemented each year, including monitoring and prioritisation when conditions change.

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 continues to be targeted for removal and management.

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 Obstacle Limitations Surface (OLS) issues, an area adjacent to Seven Mile Beach was noted as being highly flammable and was targeted for fuel reduction works.

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.

Planting a tree for each day of operations: Fifteen Trees

Since 2019 Hobart Airport has partnered with Fifteen Trees to plant a new tree in Tasmania for each day our airport is in operation. Locations where plantings have reinvigorated the landscape include the Brighton community, Bruny Island District School, and Wynyard. Weegana (northwest coast) and Glenorchy.

This year's trees were planted on Melukerdee Country in the Huon Valley. It is a beautiful part of the world with natural rainforest, creeks and springs. More detail can be found [here](#); Hobart Airport. Greening Tasmania. – Fifteen Trees (15trees.com.au).



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 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 billiardierii*), 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 frequenting the airport. This information drives improved management approaches for the range of species that are present at Hobart Airport. Following improved security to airside gates, only 1 echidna was relocated in 2022/23 year, compared to seven in the previous reporting period. Such relocations are necessary for aircraft safety and the survival of the animal.

The Wildlife Hazard Management Plan (WHMP) Appendix C defines the risks that wildlife poses 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.

Land for Wildlife

Following from a voluntary commitment in late 2022, Hobart Airport maintains three areas of environmental significance on site under the Land For Wildlife Program, overseen by the Tasmanian Land Conservancy. These areas contribute to the management and preservation of EPBC listed vegetation and state listed vegetation communities within the local area. The cultural burning of one of these areas in May 2023 has stimulated vegetation regrowth and promoted native species regeneration while aiding in weed management.

Several threatened species utilise 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 program, a virtual fence was installed along 1km of Grueber Avenue. This initiative has two benefits: reducing harm to wildlife and creating a safer experience for road users.

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.

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.

In the first 12 months of its installation resulted in a 63% reduction in animal fatalities compared to the previous year and this trend continued into 2021 and 2022 as demonstrated in Figure 9. FY23 saw a minor increase in wildlife fatalities, which will continue to be monitored.

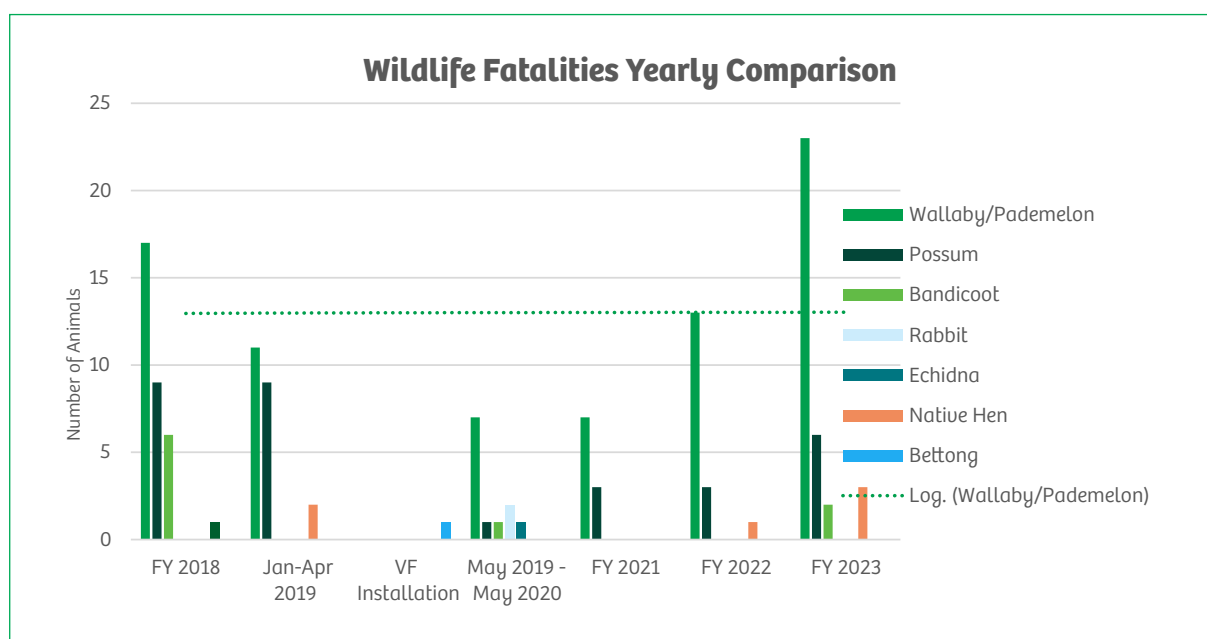


Figure 9 – Virtual Fence statistics since installation

Support for Bonorong Wildlife Sanctuary

Our close work relationship with Bonorong Wildlife Sanctuary has continued throughout the reporting period.

Tasmania has the highest rate of roadkill of any Australian state. In a bid to protect wildlife from the impacts of road vehicles, Hobart Airport and Bonorong Wildlife Sanctuary launched the Furry Feathered Friends campaign in 2018, encouraging travellers to watch out for wildlife on the roads. The partnership aims to drive awareness to prevent animal deaths on our roads and eliminate potentially dangerous situations for motorists.

The campaign has since grown over the years with the Watch out for Wildlife messaging now in visitor centres in Triabunna and Cradle Coast as well as on the windscreens of 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.

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.

In 2023 Hobart Airport staff and families attended an induction at Bonorong. This enabled our team to better understand the wildlife sanctuary purpose.

During 2023, Hobart Airport sponsored 6 shifts for Bonorong Wildlife Phone Rescue team, the primary care support for injured wildlife across the state. The Donor Impact Report (figure 10) provided by Bonorong provides a detailed understanding on the impact of our ongoing partnership.

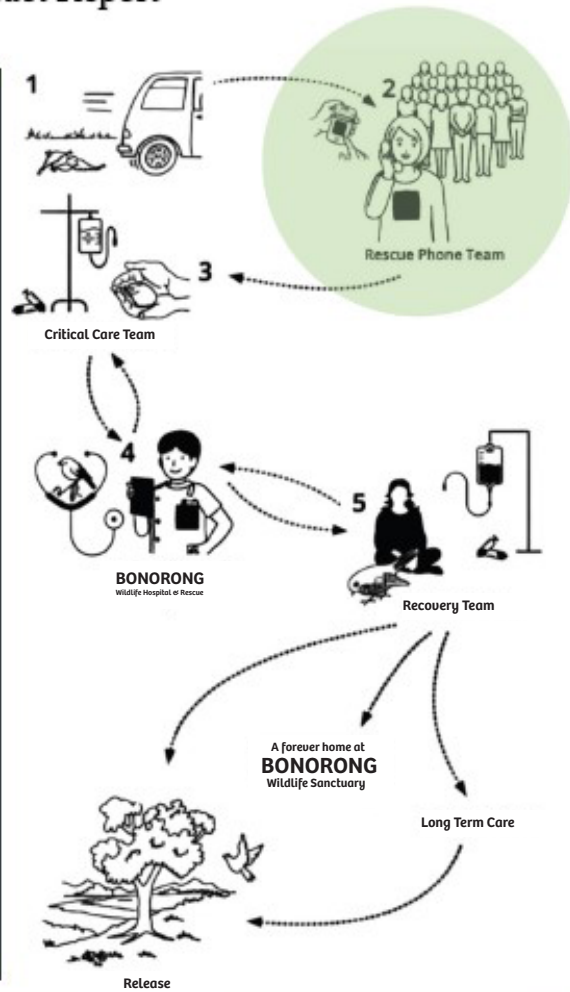
Hobart International Airport | Bonorong Wildlife Sanctuary

Donor Impact Report

It is through the support of generous members and groups of the community such as Hobart International Airport that Bonorong has been able to achieve and continue many of our conservation projects including the set up of Tasmania's first ever wildlife hospital, seabird salt water rehabilitation facility and 24/7/365 rescue service which last year saw almost 15,000 calls come through the hotline for animals in need. The programs are run with strong community involvement, assist in the protection of wildlife, and are often pioneering firsts in Tasmania. This work is run solely on sanctuary admission fees and donations.

The purpose of Bonorong Wildlife Sanctuary is to deliver positive outcomes for wildlife, and our impact is mutually amplified when we work alongside like-minded people and organisations.

This newsletter outlines the tangible achievements made possible for wildlife as a result of Hobart International Airport's donation.



\$3500
covered running the rescue phone team for six days:

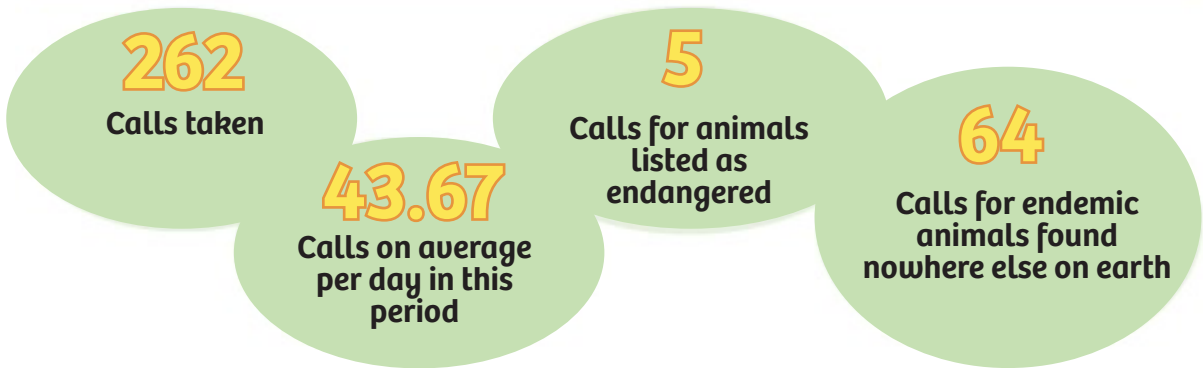


Figure 10 – Bonorong Wildlife Sanctuary Sponsorship

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 its 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. The results of monitoring aim to inform management actions and what further controls are required to manage potential environmental risks.

Groundwater Monitoring and Management

Hobart Airport undertakes monitoring of groundwater from five groundwater monitoring wells at locations where activities with potential environmental risk have historically occurred, such as the fire training ground and the fire station. The location of the groundwater monitoring wells is shown in Figure 11. 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. Groundwater is also monitored by tenants with the potential to interact with groundwater including BP, Air Services Australia and TasWater. Copies of groundwater monitoring reports are included in Appendix A.



Figure 11 – 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. Annual groundwater monitoring in winter months identifies potential risks and continual tracking of trends.

A summary of the groundwater assessment undertaken in the reporting period is provided below, with further details in Appendix A.

July 2022

- Groundwater elevations were comparable with previous GME's.
- Groundwater flow indicates a radial flow pattern, with flow to the east-south-east in the south of the Site, and to the east-north-east in the north of the Site, which is consistent previous GMEs at this Site.
- PFAS concentrations fluctuate at well HA-23, and PFOS continues to exceed the PFAS NEPM 2.0 2020 ecological guideline limits. Groundwater at this location is likely to discharge to Pitt Water Nature Reserve. To understand the risks associated with PFAS contaminated discharge to the bay and the impacts to the aquatic biota, further investigations have been conducted by others and are outside the scope of this report. Hobart Airport remains responsible for reporting non-compliances associated with its leased area and maintains an active interest in such investigations.
- Dissolved metal concentrations on site fluctuate (especially copper, chromium (III + VII), cobalt, nickel and zinc), with an increasing trend in zinc concentrations in HA-23. No other trends were observed. Based on a current understanding, that groundwater is not used for irrigation in the vicinity of the site, the risks to the environment and human health from these metals are considered low. Seven Mile Beach residences are on reticulated water and therefore the likelihood of groundwater being used is considered low.
- Nitrate and nitrogen concentrations are steadily increasing at HA-20, which is the closest monitoring well to the receiving environment of Seven Mile Beach. HA-20 is 300 m up gradient from the receiving environment of Seven Mile Beach, and down gradient from the TasWater wastewater treatment plant and the Westland Nursery, these facilities may be contributing nutrients to the groundwater. This trend will be further examined in the next annual monitoring event and reported in the FY 2023-2024 AER.
- Nitrate concentrations samples from HA-19 continue to fluctuate. HA-19 is at least 1.2 km from the nearest identified sensitive receiver at Seven Mile Beach and is unlikely to indicate 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 LORs.
- Phosphorus concentrations are elevated in all locations except HA-19, however, the concentration is stable or decreasing/probably decreasing.

Surface Water Monitoring

Surface water monitoring occurs twice yearly in March and September. Specific surface water monitoring locations are detailed in Figure 12. 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 2022 and March 2023 sampling events, a NATA accredited laboratory analysed samples for 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).



Figure 12 – Surface water monitoring locations

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

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. The Sinclair Creek system is subject to intermittent flows which are usually episodic and short in duration, potentially explaining variations in suspended solids 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 expected as 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 potentially due to the sampling site's proximity to the Wastewater Treatment Plant (WWTP) (HIA07). 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 continually improve future operations.

- 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.

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

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

PFAS Wastewater Treatment Trial

Airservices Australia (Airservices) undertakes firefighting training at the Fire Training Ground (FTG), one of their leased areas at the airport. Due to legacy use of firefighting foam containing PFAS, PFAS is present at the FTG which generates PFAS impacted wastewater. In 2017, Airservices commenced the research and development (R&D) trial to treat PFAS impacted firefighting training wastewater along with run-off from the training infrastructures. The purpose of the trial is to assess the effectiveness of PFAS impacted wastewater treatment along with other co-contaminants at the training ground. The first trial, which was commissioned in 2018 and concluded at end of 2019, successfully treated PFAS impacted wastewater along with other co-contaminants. The second trial was commissioned in February 2020 and as of 30 June 2023 remains at the FTG. The results of the second trial will be reported in the next AER covering FY 2023- 2024.

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 last two tanks remaining under Hobart Airport's ownership. Regular historical pressure testing has not indicated any leakage has occurred. Both were decommissioned from use in late 2022, and Hobart Airport is investigating costs, timeframes and options to remove the tanks and validate the site in the 2023/24 financial year.

Tenant Audits

Aligned with the Master Plan, Hobart Airport undertakes environmental audits with its tenants 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 Hobart Airport with summary reports provided to the tenant and AEO on completion. All audits due in 2022/2023 were completed.

The individual audits are assessed for compliance against the AEP Regulations and the airport's targets and objectives as outlined in the Environment Strategy. 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 copy of the Tier 1 audits are contained in Appendix L.

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:

- Monitoring of effluent from the Cambridge Sewer Water Treatment Plant (STP), 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 Hobart Airport.
- 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.

The following tenants undertake specific monitoring of operations.

TasWater Sewerage Water Treatment Plant (SWTP)

The Cambridge Wastewater Treatment Plant is operated by TasWater and is located on the southeastern side of the airport (Figure 13). 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).

In addition to this, direct discharges from the outfall of the SWTP into Sinclair Creek are regulated by the Airport (Environmental Protection) Regulations (1997) for acceptable pollution limits on Commonwealth Land. A summary of monitoring results is discussed below and a full copy of the monitoring report prepared by TasWater for the reporting period is contained within Appendix E.



Figure 12 – Cambridge Wastewater Treatment Plant location

Source: www.thelist.tas.gov.au

Key findings of the TasWater Annual Environment Report were:

- Monthly flow data for 2022-2023 is submitted directly to the EPA (Tasmania).

- Average daily influent volume for the reporting period totaled 761 kL/day and increased from the previous year of 711 kL/day.
- The total effluent discharged to waters was comparable to the previous reporting period with totals of 129 ML and 130 ML respectively.
- There was a minor increase in the volume of water sent to reuse. 171 ML was recycled during the 22-23 FY, representing a 14 ML increase.
- Levels of ammonia, nitrogen, oil and grease, and phosphorus were 100% compliant with the Environment Protection Notice (EPN).
- While the plant continues to demonstrate a high level of compliance with the EPN and ANZECC guidelines for discharge, the high proportion and variability of trade waste discharges affects the ability for the operation to achieve the required nitrogen and phosphorus removal to comply with

the Airports Environmental Protection Regulation limits.

- There were seven bypass events in the reporting period. All bypass events were the results of rainfall and discharged via the effluent discharge location into Sinclair Creek.

Air Rescue Fire Fighting Air Quality Monitoring

Potential air quality issues are largely associated with hot fire training exercises by the Aviation 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 Head of Environment and Sustainability 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 at Hobart Airport. A groundwater monitoring event was undertaken on 8th June 2023 to gauge and sample the 3 groundwater monitoring wells. Results of the sampling event are outlined in Table 2:

	2022	2023
Depth to groundwater in monitoring wells	Ranged from 0.475 to 0.738 mBTOC.	Water table elevations have decreased relative to previous monitoring event by up to 0.293m
Groundwater flow	Generally towards the north with an approximate average gradient of 0.008.	Consistent with 2022 results, inferred to be in a north to north-easterly direction.
Light Non-Aqueous Phase Liquids (LNAPL)	Not observed in any of the monitoring wells gauged and/or sampled.	Not observed in any of the wells, nor has it been reported in the past.

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.	
Light Non-Aqueous Phase Liquids (LNAPL)	Not observed in any of the monitoring wells gauged and/or sampled.	Not observed in any of the wells, nor has it been reported in the past.

Table 2 – Air BP ground water monitoring Bulk Store data comparison

The annual groundwater monitoring program will continue with Air BP’s operations at Hobart Airport.

Air BP Stormwater Treatment System

BP undertakes quarterly surface water sampling at discharge points of the stormwater treatment system. SW1 was sampled multiple times during the reporting period. All parameters were within the AEPR 1997 accepted limits of contamination for water (Part 11, Schedule 2).

Air BP National Pollutant Inventory Reporting

Air BP submits a National Pollutant Inventory (NPI) Report on an annual basis via the NPI online reporting system. The 2022-2023 report notes an increase in fugitive emissions due to increased refueling activities. This is reflective of operations recovering from the previous financial year which was impacted by the COVID-19 pandemic.

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

BP Hobart Airport Service Station Groundwater monitoring (GME)

An annual GME was undertaken in wells at this site on 7th June 2023. 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:

	2022	2023
Depth to groundwater in monitoring wells	Ranged from 1.563 to 2.066 meters Below to of Casing (mBTOC).	Water table elevations have decreased relative to previous monitoring event by up to 0.285m. This is consistent with other locations across Hobart Airport during the reporting period.
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) were not identified in any of the wells gauged	
Hydrocarbons	All wells reported hydrocarbon concentrations below the Airports (Environment Protection) Regulations 1997 – 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	BTEXN and TPH/TRH concentrations were reported below the laboratory LOR in groundwater from all wells (SH01, SH02, SH03 and SH04), consistent with historical data and therefore were reported below the adopted assessment criteria including Airports 1997 acceptance limits.	

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 J.

Remedial Plans

During the FY 2021-22, investigative works were undertaken to determine the extent of contamination associated with an underground fuel line leak, decommissioned in October 2020. Environmental investigations included the drilling of a network of soil bores and groundwater monitoring wells and associated sampling and analysis.

A Remediation Action Plan was subsequently finalised and implemented during the reporting period, with material currently being remediated on site at Hobart Airport. This is in accordance with industry best practice and meets with Hobart Airport's sustainability policy of reducing or minimising waste to landfill. Following confirmation of suitability and sign off by the external site auditor and AEO, the soil material removed and remediated will be beneficially reused on site as part of future development works, in accordance with the Airport Master Plan 2022.

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

During 2022-2023 the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) engaged consultants to undertake a detailed site investigation (DSI) of per- and (PFAS) at Hobart Airport. The Departments' primary objective was to develop a whole of site understanding of the nature and extent of PFAS at Hobart Airport.

This was a voluntary opportunity for Hobart Airport to participate in a DITRDC pilot program to develop and test an approach to delivering whole-of-site PFAS investigations. The DSI was undertaken as part of a broader pilot program of PFAS investigations at a number of airports across Australia and conducted in general accordance with the PFAS Investigation Framework (DITRDCA December 2022).

Insights from the works undertaken have informed the development of an investigation framework for DITRDC

that addresses technical standards, data sharing, field work requirements, and an enhanced approach to engagement of stakeholders. Learnings will be used to support the broader roll-out of works across other airports nationally.

Hobart Airport has now moved to the second stage of DITRDC's investigation program which will continue throughout FY24. A full detailed site investigation report is expected to be provided during the 2023 – 2024 financial reporting year.

In the reporting period, Airservices Australia also initiated a PFAS detailed site investigation at Hobart Airport. This investigation is still underway.

Contraventions of the Regulations

As noted in section 6 above, the high proportion and variability of trade waste discharges affects the ability for the TasWater sewage treatment plant to achieve the required Nitrogen and Phosphorus removal to comply with the Airports Environmental Protection Regulation limit.

There have not been any other contraventions of the Airport regulations during the reporting period.

Closing note

All Appendices referenced in this document are provided in full to the Commonwealth Airport Environment Officer. Appendices F & G can be located here.