

Burnie Technical Advisory Consultative Committee

Meeting#2 2023

Chair's Summary

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

The TACC held its second meeting on the 5th September 2023 at the Cradle to Coast Authority, 1-3 Spring Street, Burnie. Participants present were: Ian Cartwright (TACC Chair), Stuart Richey (TSIC), Rhys Menadue (TasPorts), Caroline Lindus (ERA Planning & Environment), Susan McLeod (TasPorts), Debbie Thompson (Burnie Yacht Club and local yacht club), Kelly Hunt (Tarfish) and Michel de Vos (TasPorts).

Those present using Teams were: Sven Frijlink (DNRE), Penny Sale (TasPorts), Simon Overland (BCC), and Shane Askew (Burnie Surf Life Saving Club)

Efforts continue to engage the local indigenous community. It was noted that TasPorts is working to develop a more comprehensive history and knowledge of the port area at the four major ports.

In early August seabed levelling operations removed around 2000m³ of material from berths in Burnie Port, mostly from berth 7. More seabed levelling work with a barge mounted excavator is planned for a few week's time to complete operations. While this work has restored design depths, the long term strategy will need to consider dredging and reclaiming operations to deal with the accumulation of material in the port that occurs at a rate of around 10,000m³/yr. Currently there is about 100,000m³ of excess material in the Burnie port.

Dredging and dumping at sea is not an option due to contaminants in the dredge material. Planning for this additional maintenance dredging is at an early stage and will include modelling of the considerable movement of sand due to tidal and other forces. Dredging options to be considered include side casting with material lifted by pump or excavator and placed elsewhere, usually in reclaimed area. Such works will be contingent on approvals as they fall under an EPA permitted activity.

TasPorts is doing climate change risk assessment work, taking into account increased frequency of storms, sea level rise, and how that will have an impact on operations.

Planning for on shore disposal, including selection at of sites will require extensive consideration of coastal processes, geotechnical issues for reclaimed sites and impacts on local amenities (beaches, boat ramps etc). A number of sites are under consideration. The TACC will be updated and comments sought as plans for dredging proceed. It will take some time to decide on a preferred option and then go through the required EPA process including an environmental impact statement. A comprehensive multi criteria analysis (MCA) process similar to that used to inform decisions at Devonport will be used to inform the selection of the dredging strategy. It was noted that while relatively high levels of heavy metals are present in the sediment they are low in bio-availability and are not leaching substantial contaminants. Sediment modelling will be important to understand how far contaminants will be dispersed, including in the water column, during dredging operations. In addition to modelling during planning, live modelling around that activity at control sites will also occur.

The feasibility of providing a marina facility was raised and was noted for further discussion.

There is a longer term plan, the Gateway Project, to expand the landside and the berth capacity of the Burnie Port to accommodate expected growth in minerals and forestry. This project is at a conceptual stage and no business case has been resolved.