# Roadkill Management Plan

## Stage 1 – North West Transmission Developments Project

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# Document history

## Current document authoriser

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## Revision history

| Rev | Date | Author | Authoriser | Details of Amendment |
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| 0.1 | 27/4/26 | GHD | Craig Gosney | First revision in response to EPBC provisional conditions of approval |
| 0.2 | 01/05/2026 | Genus | Craig Gosney | Responding to TN comments, formatting |
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| 0.8 | 27/08/2026 | Genus | Craig Gosney | Baseline Surveys requirement for 2027 added |

# Declaration of accuracy

I Richard Sheather in my position at TasNetworks as Project Director designate Genus Infrastructure (NSW) Pty Ltd (Genus) to prepare, manage and implement the Roadkill Management Plan on my behalf.

In making this declaration, I am aware that section 491 of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act) makes it an offence in certain circumstances to knowingly provide false or misleading information or documents to specified persons who are known to be performing a duty or carrying out a function under the EPBC Act or the Environment Protection and Biodiversity Conservation Regulations 2000 (Cth). The offence is punishable on conviction by imprisonment or a fine, or both. I am authorised to bind the approval holder to this declaration and that I have no knowledge of that authorisation being revoked at the time of making this declaration.

| | |
|---|---|
| **Signed:** | |
| **Full name:** | Richard Sheather |
| **Position:** | Project Director |
| **Organisation:** | TasNetworks |
| **Date:** | |

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# 1. Introduction

## 1.1 Purpose

The purpose of this Roadkill Management Plan (the Plan) is to set out the specific commitments, procedures and controls that will be implemented to avoid, mitigate and manage potential impacts to the Tasmanian devil (*Sarcophilus harrisii*), spotted-tailed quoll (*Dasyurus maculatus* subsp. *maculatus*), Eastern quoll (*Dasyurus viverrinus*), Eastern barred bandicoot (*Perameles gunnii*), Tasmanian wedge-tailed eagle (*Aquila audax* subsp. *fleayi*), grey goshawk (Tachyspiza novaehollandiae), Tasmanian masked owl (*Tyto novaehollandiae* subsp. *castanops*) and the white-bellied sea eagle (*Icthyophaga leucogaster*) from construction activities associated with the North West Transmission Development (NWTD) Project (the Project).

The Plan sets out clear, measurable commitments, management measures, trigger values, corrective actions, and reporting mechanisms to demonstrate how impacts to these species will be avoided and minimised, and how compliance will be achieved and documented.

This Plan is an appendix to the Flora and Fauna Management Subplan (FFMSP), a supporting environmental management plan prepared under, and to be implemented in conjunction with, the Construction Environmental Management Plan (CEMP) for the Project. The requirements in this Plan are based on the Native Animal Vehicle Collision Survey Report Northwest Transmission Development Genus Infrastructure (NSW) Pty Ltd, 19 August 2026, prepared by GHD (the baseline Roadkill Survey Report) attached at Appendix A of this Plan.

## 1.2 Project description

The Project involves upgrades and augmentation of the existing electricity transmission network in north west Tasmania. The Project is being delivered to support increased renewable energy generation and improve network capacity, including enabling connection to the proposed Marinus Link.

This Plan applies to Stage 1 of the NWTD, which includes works between Palmerston, Sheffield and Burnie, and the Heybridge spur.

The Project description is set out in detail in Section 2 of the CEMP and summarised from Section 1.1 of the CEMP as follows:

- Construction of new double-circuit 220 kV OHTLs, from PM Substation to SH Substation and from SH Substation to BU Substation.
- Construction of a new double circuit 220 kV OHTL from the new SH to BU OHTL in the Stowport area to a new switching station at Heybridge (HB), also referred to as HB Spur East or HB Spur.
- Upgrading existing access tracks, and construction of new access tracks.
- Establishing winch and brake sites, laydown areas, tower assembly areas and associated site facilities.
- Upgrades to the existing Palmerston, Sheffield and Burnie substations.
- Dismantling and removal of the existing single-circuit 220 kV OHTLs between PM and SH substations and SH and BU substations.
- Modification of two sections of the existing 110 kV OHTL between Sheffield and Burnie, including relocating and replacing towers with poles.
- Undergrounding sections of the 22 kV overhead distribution network where the proposed 220 kV OHTLs cross 22kV distribution lines.

Construction activities will include pre-construction surveys and site establishment, vegetation clearing, earthworks, tower foundation construction, tower erection, conductor stringing (including helicopter use), and site rehabilitation.

The Project is located across multiple local government areas in north west Tasmania, including the Northern Midlands, Meander Valley, Kentish, Central Coast and Burnie municipalities.

This Plan applies to construction-phase activities only and is implemented in conjunction with the Construction Environmental Management Plan (CEMP) and Flora and Fauna Management Subplan (FFMSP), which provide the overarching environmental management framework for the Project.

## 1.3 Condition and requirement mapping

The table below summarises the EPBC Act and MIDA Act permit conditions and their requirements, and notes where in this plan they are addressed.

*Table 1 Conditions and requirements of relevant approval conditions*

| Condition no | Requirement | RMP Section |
|---|---|---|
| 5 (EPBCA) | All commitments made in plans, including environmental outcomes, management measures, corrective measures, trigger values and performance indicators must be SMART and based on referenced or included evidence of effectiveness. All plans must be consistent with the Environment Management Plan Guidelines, and must include:<br>a) Details of the relevant protected matters and a reference to the EPBC Act approval condition(s) to which the plan refers;<br>b) A table of commitments made in the plan to achieve measurable environmental outcomes, and a reference to exactly where these commitments are detailed in the plan;<br>c) Commitments capable of ensuring that the environmental outcomes are achieved;<br>d) Reporting and review mechanisms to demonstrate compliance with the commitments made in the plan;<br>e) An assessment of risks relating to achieving the environmental outcomes and risk management strategies and/or mitigation measures that will be applied to address identified risks;<br>f) Impact avoidance, mitigation and repair measures, and the timing of those measures;<br>g) A monitoring programs, which must include:<br>1. Performance indicators;<br>2. Trigger values for corrective measures;<br>3. The timing and frequency of monitoring, ensuring monitoring is capable of detecting trigger values and changes in the performance indicators;<br>4. Proposed corrective measures if trigger values are reached; and<br>References to other relevant plans or conditions of approval (including Tasmanian Approval conditions). | Whole of this plan.<br>a) Section 1.5 Species Ecology<br>b) Table 15 Roadkill Management Plan specific commitments<br>c) Table 15 Roadkill Management Plan specific commitments, Table 14 Control measures<br>d) Section 9 Reporting, Monitoring, Audit and Review; Table 17 Monitoring requirements for roadkill management;<br>e) Table 11 Risk assessment matrix;<br>f) Table 14 Control measures, Table 15 Roadkill Management Plan specific commitments,<br>g) Section 7 Environmental Performance Criteria, Table 12 Performance criteria for this management plan; Table 17 Monitoring requirements for roadkill management |
| 18 (EPBCA) | To mitigate harm to the Tasmanian Devil, Spotted-tailed Quoll and the Eastern Quoll the approval holder must | Section 1 Introduction, Section 8 Environmental |

| Condition no | Requirement | RMP Section |
|---|---|---|
| | submit to the department, for the Minister's approval, a version of the Roadkill Management Plan required under condition 30 of the Tasmanian Approval. The approval holder must not commence the Action unless the Minister has approved the Roadkill Management Plan in writing. The approval holder must implement the version of the Roadkill Management Plan approved by the Minister in writing. | Management Measures |
| 30 (MIDA Act) | Prior to the commencement of works, a roadkill management plan for devil, quoll, listed raptor species and Eastern-barred Bandicoot (EBB), on construction transport<br>routes must be submitted to and approved by the Commission. The plan is only required for those construction transport routes where construction traffic causes an increase in vehicle movements of 10% or more and is not required for urban areas or category 1 (Trunk) and 2 (Regional Freight) roads.<br>To inform the plan, a baseline survey must be undertaken for any construction transport routes used between sunset and sunrise where construction traffic causes an increase in vehicle movements of 10% or more, and must include:<br>a. roadkill monitoring at least once a week during the monitoring period<br>b. a monitoring period of 3 months in the same season as the use of the construction transport route, or not less than 3 months in summer and 3 months in winter<br>c. data from sources that provide for an equivalent level of survey coverage.<br>The plan must include:<br>1. analysis of predicted unmitigated and post mitigation roadkill levels<br>2. limitations for vehicle movements between sunset and sunrise<br>3. identification of high-risk sections of any construction transport routes for roadkill<br>4. roadkill mitigation actions (permanent and temporary) to be implemented for any high-risk sections of a construction transport route<br>5. mitigation actions to be implemented on other sections of a construction transport route, including, but not limited to signage, rumble strips, and operational vehicle speed reductions<br>6. a requirement for at least weekly monitoring of roadkill numbers and species during the use of construction transport routes<br>7. a requirement for the regular removal and disposal of carcasses from construction transport routes and verges | Section 1 Introduction, Section 5.3 Predicted unmitigated and post-mitigation roadkill levels, Section 8 Environmental Management Measures |

| Condition no | Requirement | RMP Section |
|---|---|---|
| | on construction transport routes, consistent with safety requirements of the road authority<br>8. a requirement for reporting of devil, quoll, listed raptor and EBB roadkill during the use of construction transport routes<br>9. a requirement and process for reporting of any construction vehicle collisions with devils, quolls or Wedge-tailed Eagles<br>10. a trigger for the audit of the implementation of the plan and review of mitigation measures where a construction vehicle collides with a devil, quoll or Wedge-tailed Eagle<br>11. identification of the adaptive mitigation measures to be implemented considering the efficacy of the roadkill management plan.<br>The plan must be implemented once approved, and form part of the Construction Environmental Management Plan. | |

## 1.4 Objectives

The objectives of this plan are:

- to meet the requirements of approval EPBC 2022/09247 (Conditions 5 and 18) under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)
- to be consistent with the Department of Climate Change, Energy, the Environment and Water (DCCEEW) Environmental Management Plan Guidelines (the Guidelines)
- to meet the requirements of Condition 30 of the document MIPP-2026-01 issued under the *Major Infrastructure Development Approvals Act 1999* (MIDA Act)
- to be consistent with the Survey Guidelines and Management Advice for Development Proposals that may Impact the Tasmanian Devil, published by the Department of Natural Resources and Environment Tasmania (NRE Tas). These guidelines outline minimum expectations for implementing appropriate avoidance and mitigation measures to prevent disturbance to Tasmanian devils
- effectively implement TasNetworks policies and procedures.

## 1.5 Species Ecology

Tasmanian devils, spotted-tailed quolls, Eastern quolls, Eastern barred bandicoots, Tasmanian wedge tailed eagles, Tasmanian masked owls, grey goshawks, and white-bellied sea eagles are all threatened species that have the potential to be victims of roadkill because of increased traffic during the construction of the NWTD project.

Tasmanian devils, spotted-tailed quolls, Eastern quolls, Tasmanian wedge-tailed eagles, Tasmanian masked owls, grey goshawks and white-bellied sea eagles are all at risk of being road killed due to scavenging tendencies. Forest-adjacent roads and bridges/culverts over riparian areas that have other road-killed species present (i.e. pademelons (*Thylogale billardierii*) and Bennett's wallabies (*Notamacropus rufogriseus*) are a higher risk for roadkill incidences involving Tasmanian devils, spotted-tailed quolls and Eastern quolls, as these areas represent denning habitat and transit corridors. For the threatened raptor species, their opportunistic nature

means that they may be found scavenging roadkill on any road in the project area. Tasmanian masked owls will only be encountered scavenging at night.

Historic studies indicate that there are seasonal variations in the roadkill rates of Tasmanian devils, Eastern quolls and spotted-tailed quolls, where roadkill density was lowest in winter and highest in late summer and autumn.[1] This is in line with seasonal resource availability, breeding and dispersal periods, as well as seasonal human behaviours. The Devil Management Guidelines note that December to April is when peak roadkill of weaned devils occurs.[1] This information should be considered when scheduling works around higher risk forested areas.

## 2. Environmental Management Roles and Responsibility

Responsibilities in relation to the implementation of this plan are presented in Table 2.

*Table 2 Responsibilities for Roadkill Management Plan*

| Role | Responsibility |
|---|---|
| TasNetworks E&S Team | – Receive notification of any works that have occurred in EPZs as a result of unavoidable works as a result of fault or emergency |
| Construction Manager | – Understand this subplan and the responsibilities during decommissioning and construction works to minimise impact on flora and fauna. |
| Environmental Manager | – Oversight of the implementation of this subplan.<br>– Review of this subplan on an annual basis.<br>– Investigate complaints raised by stakeholder team or incidents raised by workers, regulators or the community. This includes review of monitoring data, frequency and effectiveness of mitigation measures, including proposing additional mitigation measures if necessary.<br>– Maintain a record of results from all inspections and investigations including any corrective actions applied.<br>– Communicate subplan updates, issues/complaints and outcomes to TasNetworks.<br>– Make the complaints log available to relevant authorities when requested.<br>– Prepare induction material to inform all workers of the requirements in this plan.<br>– Receive notification from all workers of any wildlife collisions involving a project vehicle.<br>– Notify TasNetworks E & S Team of any works that have occurred in EPZs as a result of unavoidable works as a result of fault or emergency. |
| Site Supervisor | Supervise on-site compliance with roadkill management requirements and provide feedback to the Environmental Manager on ways to improve the effectiveness of measures. |

[1] Hobday, A.J. and Minstrell, M.L. (2008).

| Role | Responsibility |
|---|---|
| All workers | Notify environmental team of any wildlife collisions involving a project vehicle |

# 3. Environmental Training and Communication

## 3.1 Training and inductions

Training and communication for the Roadkill Management Plan will be undertaken in accordance with the training requirements outlined in the FFMSP and the CEMP. Specific requirements are outlined in the table below. This approach ensures a consistent understanding of roadstrike risks, obligations, controls and response procedures across the project workforce.

*Table 3 Induction and trainings*

| Induction/training | Details (as required) | Who | Timing and Frequency |
|---|---|---|---|
| Fauna induction | – Induction and education about the risk of road strikes to the target species<br>– Roadkill risk and requirements of the roadkill management protocol, including reporting roadkill (particularly threatened fauna such as devils, quolls, eastern barred bandicoots and raptors) by using the Tasmanian Roadkill Reporter App or equivalent as determined through consultation with Environment Protection Authority.<br>– Identification of all construction transport routes where controls will apply including identification of high risk construction transport routes<br>– Identification of all management measures that will apply to all controlled construction transport routes<br>– Reporting vehicle collisions with construction vehicles to devils, quolls, Eastern barred bandicoots and threatened raptors; wedge-tailed eagles, white-bellied sea-eagles, Tasmanian masked owls and grey goshawk<br>– Implementation of Stop Work Protocol: Fauna Injury and Death (Appendix B) | All drivers operating construction vehicles | Once, prior to commencing any construction works |

## 3.2 Communication

Roadkill management requirements will be communicated through pre-established CEMP and FFMSP mechanisms, including:

- Project inductions
- Site inductions

- Pre-start and toolbox meetings
- Environmental notices or alerts

Updates to management controls will be communicated to relevant personnel in a timely manner via the Environmental Manager.

### 3.3 Training records

- Records of inductions, toolbox talks and targeted training relevant to roadkill management will be maintained in accordance with the CEMP and FFMSP record-keeping requirements.
- Training records will be made available for audit and compliance reporting purposes where required.

## 4. Emergency Contacts and Procedures

In the event of a fauna vehicle strike or injured fauna incident, emergency response and stop work procedures will be implemented in accordance with the Stop Work Protocol: Fauna Injury and Death (Appendix B), and the Emergency Response and Incident Management procedures set out in the CEMP.

All fauna strike incidents will be recorded and reported in accordance with the incident reporting and corrective action framework outlined in the CEMP, including notification to relevant regulators where required.

Emergency contact details (including emergency services, wildlife carers, veterinary services, and project personnel) will be maintained within the CEMP Emergency Contact Register and made available to all site personnel through inductions and toolbox talks.

## 5. Baseline surveys

The Native Animal Vehicle Collision Survey Report (baseline roadkill survey report)[2] provides baseline data on the distribution and extent of threatened carnivorous mammal roadkill and highlights high-risk sections of road. A total of 12 weekly surveys were conducted between 12 January 2026 and 10 April 2026. Based on the transport routes identified for the Project, 138 roads were identified as having a potential >10% increase in night-time traffic, the trigger for requiring assessment as outlined by the Tasmanian Government Tasmanian Devil Survey Guidelines and Management Advice[3].

A structured review was conducted of each of the 138 roads against satellite imagery, TASVEG 5.0 classifications and Natural Values Atlas (NVA) records of Tasmanian devils, spotted-tailed quolls and Eastern quolls to determine which of the 138 roads had a higher likelihood of a roadkill incident. Roads with existing roadkill records and/or within 5 km of TASVEG 5.0 classifications that were deemed as Tasmanian devil, spotted-tailed quoll or Eastern quoll habitat were prioritised. Suburban streets and roads through purely agricultural areas were prioritised last or excluded. This process resulted in a survey area consisting of 105 (deemed 'high-risk' prior to survey) road sections totalling approximately 750 km of road.

### 5.1.1 Baseline roadkill numbers

A total of 6 individuals were recorded during baseline roadkill surveys, shown in Table 4 below.

*Table 4 Threatened species roadkill records from baselines surveys from January 12 to April 10, 2026.*

| Species | Total Recorded During Baseline Survey 2026 | Supplementary Data from the NVA | Total |
|---|---|---|---|
| **Tasmanian devil** | 4 | 4 | 8 |

[2] GHD, 2026
[3] NRE, 2024

| Species | Total Recorded During Baseline Survey 2026 | Supplementary Data from the NVA | Total |
|---|---|---|---|
| **Spotted-tailed quoll** | 1 | 0 | 1 |
| **Eastern quoll** | 1 | 1 | 2 |
| **Total** | 6 | 5 | 11 |

Whilst the survey was carried out as per the *Survey Guidelines and Management Advice for Development Proposals That May Impact the Tasmanian Devil (Sarcophilus harrisii)*, this data has been supplemented with desktop information to inform determination of unmitigated roadkill levels. Post-survey desktop search of publicly reported roadkill incidents on the NVA in the survey area and timeframe as the roadkill survey highlighted four Tasmanian devils and one Eastern quoll that were not recorded during survey efforts.

With approximately 750 km of road surveyed each week for 12 weeks, baseline roadkill levels estimate that approximately one instance of roadkill per 125 km of road. Including data from the NVA, this estimation increases to one instance of roadkill per 68 km of road. For the purposes of this Plan if unmitigated, roadkill levels would increase to >1 instance of roadkill per >68 km of road.

Table 5 shows the threatened species roadkill records from the NVA. 'Winter' is the period of June 1 to August 31, 'Summer' is December 1 to April 10, better capturing dispersal activities of the denning marsupials over warmer months. Where an average was calculated as not a whole number, it was rounded down, adopting a conservative approach to baseline roadkill numbers.

*Table 5 Threatened species roadkill records from the NVA*

| Threatened Species | Winter 2024 | Winter 2025 | Summer 2024/25 | Summer 2025/26 | Winter Average | Summer Average |
|---|---|---|---|---|---|---|
| **Tasmanian devil** | 0 | 0 | 4 | 4 | 0 | 4 |
| **Spotted-tailed quoll** | 1 | 1 | 2 | 0 | 1 | 1 |
| **Eastern quoll** | 0 | 0 | 0 | 1 | 0 | 0 |
| **Eastern barred bandicoot** | 2 | 0 | 1 | 1 | 1 | 1 |
| **Tasmanian wedge-tailed eagle** | 0 | 0 | 0 | 0 | 0 | 0 |
| **Tasmanian masked owl** | 0 | 0 | 0 | 0 | 0 | 0 |
| **Grey goshawk** | 0 | 0 | 0 | 0 | 0 | 0 |
| **White-bellied sea-eagle** | 0 | 0 | 0 | 0 | 0 | 0 |

## 5.2 High-risk roads

As a conservative measure, 98 surveyed roads will be treated as high risk for the application of roadkill mitigation during construction, as defined in Appendix C: High Risk Roads. Given the staged approach to construction, the management measures outlined in this plan will apply only to roads that are actively being used by construction workers at the relevant time.

The baseline and supplementary data indicate that threatened fauna roadkill increases during the warmer months; however, the data was not sufficient to distinguish any specific roads with a significantly higher roadkill incidence on the 105 roads surveyed. Additionally, the survey was undertaken prior to the release of MIDA Act permit conditions, of which Condition 30 of the MIDA Act permit removes the requirement for considering category 1 (trunk) and 2 (regional freight) roads[4] from survey. These roads were surveyed, but only category 1 roads were accordingly removed from consideration of high risk. The category 2 roads surveyed are considered to be of high enough risk to be included in this plan.

### 5.3 Predicted unmitigated and post-mitigation roadkill levels

Baseline roadkill survey data, supplemented by recent Natural Values Atlas records, indicate an estimated baseline rate of approximately one threatened fauna roadkill record per 68 km of surveyed road. In the absence of mitigation, the increase in construction traffic on active construction transport routes, particularly during dusk-to-dawn periods and on higher-risk roads, would be expected to increase the likelihood of vehicle collision with threatened fauna above baseline levels. Table 6 summarises the predicted change in roadkill levels associated with increased construction traffic, and the expected reduction in risk with implementation of the mitigation measures outlined in this Plan. Decimals in the table are rounded to the nearest whole, the change denoted in brackets ().

*Table 6 Predicted roadkill levels from a 10 % increase in road traffic due to the project construction*

| Species | Baseline Derived from Survey and NVA | Predicted Unmitigated | Predicted Mitigated |
|---|---|---|---|
| Tasmanian Devil | 8 | 9 (1) | 8 |
| Spotted-tailed Quoll | 1 | 1 (0) | 1 |
| Eastern Quoll | 2 | 2 (0) | 2 |
| Total | 11 | ≥ 12 (1) | ≤ 11 |

With implementation of the management measures in this Plan, including restrictions on vehicle movements during higher-risk periods, speed controls, driver induction and awareness, signage, weekly route inspections, carcass removal and incident reporting, post-mitigation roadkill levels are expected to be reduced relative to the unmitigated scenario and managed so that roadkill does not exceed defined baseline thresholds during construction. This prediction will be tested through weekly monitoring of active construction transport routes and comparison of monitoring results against baseline thresholds, with corrective and adaptive management measures implemented where trigger thresholds are exceeded.

## 6. Potential Impacts and Risks

### 6.1 Potential impacts

The project has the potential to directly impact on threatened species associated with increased road traffic generated during project construction resulting in vehicle strikes and subsequent collision mortalities. Collision mortalities, caused by vehicle strikes, have the potential to impact Tasmanian devil, spotted-tailed quoll, Eastern quoll, Eastern barred bandicoot, and threatened raptor species populations around the Project Site. Roads are identified as a cause of wildlife mortality, and although the full impacts that vehicle collisions have on species such as quolls and devils is not entirely understood, case studies on Tasmanian highways[5], and eastern quolls

[4] Department of State Growth, 2025
[5] Hobday & Minstrell, 2008

and devils in the Tasmanian Midlands[6] demonstrate a significant impact. These species are increasingly sensitive to high traffic numbers in their peak activity periods at nighttime, occurring one hour before dusk and one hour after dawn.

## 6.1 Risks and corrective actions

A risk assessment for key aspects, and associated construction activities of the Project is summarised in Table 11. The risk assessment is based on the risk matrix shown in Table 7, which is based on the DCCEEW EMP Guidelines. The environmental risks are determined using this matrix, which incorporates the likelihood and consequence of the aspect being assessed. The colour categories, and descriptions of likelihood and consequence are outlined in Table 8, Table 9 and Table 10. The risk assessment identifies the aspects and potential consequences associated with construction activities for the Project and the environmental management measures to minimise or mitigate the consequences. An inherent risk rating, and a residual risk rating, after application of the environmental management measures, is assigned.

*Table 7 Risk matrix based on DCCEEW EMP guidelines*

| Likelihood | Consequences | | | | |
|---|---|---|---|---|---|
| | 1 (Minor) | 2 (Moderate) | 3 (High) | 4 (Major) | 5 (Critical) |
| A (Highly likely) | | | | | |
| B (Likely) | | | | | |
| C (Possible) | | | | | |
| D (Unlikely) | | | | | |
| E (Rare) | | | | | |

*Table 8 Risk rating key and acceptability*

| Risk Rank | Description |
|---|---|
| Tolerable | Risk reduction not required |
| Risk reduction required | Risk reduction measures need to be implemented so that risk is as low as reasonably practicable |
| Unacceptable | Risk is too great for activity to proceed |

*Table 9 Likelihood of risk*

| Ranking | Qualitative measure of likelihood | Description |
|---|---|---|
| A | Highly likely | Is expected to occur in most circumstances |
| B | Likely | Will probably occur during the life of the project |
| C | Possible | Might occur during the life of the project |
| D | Unlikely | Could occur but considered unlikely or doubtful |
| E | Rare | May occur in exceptional circumstances |

[6] M. E. Jones, 2000

*Table 10 Consequences of risk*

| Ranking | Qualitative measure of likelihood | Description |
|---|---|---|
| 1 | Minor | Minor incident of environmental damage that can be reversed |
| 2 | Moderate | Isolated but substantial instances of environmental damage that could be reversed with intensive efforts |
| 3 | High | Substantial instances of environmental damage that could be reversed with intensive efforts |
| 4 | Major | Major loss of environmental amenity and real danger of continuing |
| 5 | Critical | Severe widespread loss of environmental amenity and irrecoverable environmental damage |

*Table 11 Risk assessment matrix*

| Major Environmental Hazard Event | Potential Risks to Environment and People | Risk ranking Pre-management | | | Risk Mitigation Items (management controls or sections of this Plan) | Residual risk rating | | |
|---|---|---|---|---|---|---|---|---|
| | | Likelihood | Consequence | Ranking | | Likelihood | Consequence | Ranking |
| Roadkill of threatened species as a result of construction vehicles | Disturbance, injury or death of threatened fauna; local population decline; abandonment of dens or young; injury or death of dependent young. | C | 3 | | Table 14, RK1–RK4 | D | 2 | |
| Monitoring results detect exceedance of baseline roadkill numbers over 3-month period | Increased mortality of threatened fauna above predicted / baseline levels; evidence that management measures are ineffective or insufficient; increased compliance risk. | C | 3 | | Table 14 RK1–RK4 | D | 2 | |
| Failure to detect and report roadkill, injured fauna, pouch young or orphaned young in a timely manner | Delayed fauna welfare response; increased scavenger attraction; under-reporting of impacts; reduced confidence in monitoring and compliance records. | C | 2 | | Table 3 training requirements, Table 14 RK3 and RK4, CEMP incident reporting framework | D | 2 | |
| Roadkill carcasses remain on active construction transport routes or verges and attract scavenging threatened fauna | Increased likelihood of secondary vehicle strike; repeated incidents at the same location; avoidable increase in fauna exposure to roads. | C | 3 | | Table 14 RK1 (weekly inspections and carcass removal), Table 17 monitoring requirements | D | 2 | |
| Drivers do not comply with project speed limits, twilight / night travel | Increased strike likelihood; reduced effectiveness of mitigation measures; | C | 3 | | Table 14 RK1 and RK2 | D | 2 | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| restrictions, or vehicle pooling requirements | repeated non-conformance; increased risk to fauna and compliance outcomes. | | | | | | | |
| Drivers or workers using construction transport routes have not completed required fauna induction or are unaware of response and reporting procedures | Inconsistent implementation of controls; delayed or incorrect fauna response; increased likelihood of unmanaged incidents and reporting failures. | C | 2 | | Table 3 training requirements, Table 14 RK3 | D | 2 | |
| Weekly monitoring of active construction transport routes is not completed, is incomplete, or is not comparable with the baseline method | Inability to detect trigger exceedances reliably; inability to demonstrate compliance; reduced confidence in adaptive management decisions. | C | 2 | | Table 14 RK4, Table 17 monitoring requirements | D | 2 | |
| Injured fauna, denning adults, pouch young or orphaned young are not managed in accordance with the fauna response procedure | Additional fauna mortality; animal welfare impacts; non-compliance with fauna response requirements; increased regulator concern. | C | 3 | | Table 3 training requirements, Table 14 RK3, CEMP emergency/incident procedures | D | 2 | |

# 7. Environmental Performance Criteria

## 7.1 Performance criteria

Table 12 establishes the performance criteria for the NWTD construction works.

*Table 12 Performance criteria for this management plan*

| Criteria | Description |
|---|---|
| 1 | No increase in mortalities of target species from construction vehicles above the baseline roadkill assessment over a 3 month period, as informed by the baseline survey results (Table 4) and ongoing monitoring (section 9.2 and Table 15, commitments C1 and C3). |
| 2 | Demonstrated compliance with each roadkill management commitment and management measure identified in Table 14 and Table 15, as verified through the monitoring requirements, trigger values, corrective and adaptive management actions, evidence records and reporting requirements assigned to each commitment, and through the monitoring and reporting framework in Reporting, Monitoring, Audit and Review (Section 9). |

# 8. Environmental Management Measures

## 8.1 Pre-construction requirements

A baseline roadkill survey is required prior to commencement of works, for construction transport routes to be used between sunset and sunrise, where construction traffic causes an increase in vehicle movements of 10% or more.

Table 13 outlines the pre-construction monitoring requirements of the baseline roadkill surveys.

*Table 13 Baseline roadkill survey requirements*

| ID | Monitoring requirement | Timing and Frequency | Relevant reference/guide | Record/Evidence | Responsibility |
|---|---|---|---|---|---|
| Pre-con M1 | Prior to commencement of works, undertake a baseline roadkill survey for construction transport routes to be used between sunset and sunrise, where construction traffic causes an increase in vehicle movements of 10% or more.<br>The baseline survey will consider data from sources that provide for an equivalent level of survey coverage. | – Survey each road once per week during the monitoring period<br>– Survey will be undertaken over a monitoring period of 3 months in the same season as the use of the construction transport route, or not | Survey Guidelines and Management Advice for Development Proposals that may impact the Tasmanian Devil (*Sarcophilus harrisii*) (Environment Strategic Business Unit 2023). (NRE Tas, 2024)<br>Conservation Advice *Dasyurus viverrinus* (eastern quoll) (TSSC, 2015)<br>FPA Fauna Technical Note No. 10: Identifying | Baseline roadkill survey report | Environmental Manager |

| ID | Monitoring requirement | Timing and Frequency | Relevant reference/guide | Record/Evidence | Responsibility |
|---|---|---|---|---|---|
| | | less than 3 months in summer and 3 months in winter | Tasmanian devil and spotted-tailed quoll habitat (Forest Practices Authority, 2014a) | | |
| Prior to 30/11/2027 | Baseline Survey | – Summer (Dec to Feb)<br>– Winter (Jun to Aug) | | Baseline roadkill survey report. Management Plan to be updated with results of Survey and updated Management Plan provided to Commission | Environmental Manager |

## 8.2 Construction management control measures

Table 14 provides management controls intended to minimise impacts to threatened fauna via roadkill from the Project during construction.

*Table 14 Control measures*

| ID | Specific control | Relevant reference/guide | Responsibility |
|---|---|---|---|
| RK1 | The following management measures apply to and will be employed by all project related vehicles and apply to all construction transport routes:<br>– All signposted vehicle speed restrictions will be observed<br>– Project inductions will include driver training emphasising the need to drive to conditions and reduce vehicle speeds where practicable in areas or periods of elevated fauna strike risk, including during low visibility, night-time driving, or where fauna activity is observed. Project-related vehicle movements will be managed to reduce fauna strike risk having regard to road conditions, visibility, time of day and known or observed fauna activity, where practicable, considering relevant road authority requirements.<br>– Vehicle speed limits on unsealed or private roads, or construction access tracks will be set at a | CM040, CM066<br>Survey Guidelines and Management Advice for Development Proposals that may impact the Tasmanian Devil (*Sarcophilus harrisii*) (Environment Strategic Business Unit 2023). (NRE Tas, 2024)<br>Conservation Advice *Dasyurus viverrinus* (eastern quoll) (TSSC, 2015)<br>FPA Fauna Technical Note No. 10: Identifying Tasmanian devil and spotted-tailed quoll habitat (Forest Practices Authority, 2014a) | Environmental Manager |

| ID | Specific control | Relevant reference/guide | Responsibility |
|---|---|---|---|
| | maximum of 40 km/h, and implemented in accordance relevant road authority requirements<br>– Where travel is required during one hour before dusk to one hour after dawn, reduced vehicle speeds will be encouraged, and limiting travel to light vehicles only. Carpooling of work crews can also be considered.<br>– Where practicable (i.e., not deemed high risk to conduct (traffic collisions), or will not impact established trees and native vegetation) roadside vegetation will be managed in high-risk areas to enhance view field for drivers.<br>– Active construction transport routes will be inspected weekly for roadkill. Where safe to do so, carcasses will be removed from trafficable road surfaces and verges and relocated to a location at least 10 m from the road edge to reduce attraction of scavengers. Where it is not safe to remove carcasses (e.g. due to traffic volumes or unsafe stopping conditions), the location will be recorded and reported to the Environmental Manager, and removal will be undertaken when it can be completed safely and in accordance with applicable road authority requirements and approved traffic management controls. | Stop Work Protocol: Fauna Injury and Death (Appendix B) | |
| RK2 | The following management measures apply to and will be employed by all project related vehicles and apply to all high-risk roads:<br>– Vehicle speed limits will be set at a maximum 80 km/h. These limits will be advertised using semi-permanent project specific signage, with enforcement written into all workers contracts.<br>– Relocatable signage will be deployed at the start of the construction phase in high-risk road sections to alert drivers to potential roadkill risk. The signage will be highly visible, and able to be relocated throughout construction to reduce driver habituation.<br>High-risk construction transport routes are identified in the baseline Roadkill Survey Report and corresponding GIS mapping (refer Figures 1 and 2 of the baseline Roadkill Survey Report). These mapped areas will be used to spatially apply the management measures outlined in this table. | CM066<br>Roadkill Survey Report | |

| ID | Specific control | Relevant reference/guide | Responsibility |
|---|---|---|---|
| RK3 | All drivers operating construction vehicles will complete fauna awareness induction training prior to commencing works. Refresher training will be provided as part of ongoing site inductions and toolbox meetings where there are updates to management measures or following any fauna strike incident or roadkill observations and encountering and managing injured or orphaned wildlife. Training records will be maintained in accordance with the CEMP.<br>The following wildlife rescue procedure, consistent with the Stop Work Protocol: Fauna Injury and Death (Appendix B), will be followed by construction workers in the event that an animal is hit and injured, or discovered, by a vehicle going to and from site. The event will be immediately reported to the Environment Manager.<br>– Where safe to do so, the struck animal will be immediately removed from the road using appropriate PPE (using an intermediate device, such as a long-handled broom, to avoid direct contact with the animal), to prevent further strikes from occurring<br>– If the animal has been injured but survives, or is a deceased Tasmanian devil, spotted-tailed quoll or Eastern quoll in the maternal denning period (July to December inclusive), workers will immediately contact Bonorong Wildlife Rescue (24-hour helpline: 0447 264 625) for advice on helping the animal, including checking pouches for young.<br>– Should Bonorong Wildlife Rescue be unable to attend the injured animal, workers will transport the animal in a manner and to a location for care, in accordance with the advice provided by the helpline.<br>– If rehabilitation is not possible, animals are to be dealt with humanely in accordance with the *Best Practice Guidelines for Wildlife Rehabilitation* (NRE)<br>– Should an injured or deceased Tasmanian devil, spotted-tailed quoll or Eastern quoll be confirmed as a denning adult (which may require a SQE for confirmation), a SQE will be engaged within one day of the incident to conduct a thorough search of potential denning habitat within one kilometre of the incident site. Dens will be confirmed as per the Survey Guidelines and Management Advice for | CM058, CM066<br>Section 3 Training and inductions<br>Survey Guidelines and Management Advice for Development Proposals that may impact the Tasmanian Devil (*Sarcophilus harrisii*) (Environment Strategic Business Unit 2023). (NRE Tas, 2024)<br>Best Practice Guidelines for Wildlife Rehabilitation (DPIPWE, 2021).<br>Roadkill Species Guide (Roadkill Tasmania)<br>Stop Work Protocol: Fauna Injury and Death (Appendix B) | Environmental Manager |

| ID | Specific control | Relevant reference/guide | Responsibility |
|---|---|---|---|
| | Development Proposals that may impact the Tasmanian Devil (Sarcophilus harrisii).<br>– Further decisions on caring for potential orphaned fauna (i.e., devil imps in a den) or re-introducing rehabilitated fauna will be made at the discretion of the SQE and/or the animal rehabilitator<br>Compliance with the procedure will be monitored through incident reporting and environmental inspections, and corrective actions implemented where required.<br>Adopt wildlife-sensitive access track design where practicable considering technical constraints and safety, including increasing the visibility of wildlife on tracks using light-coloured aggregate for new and upgraded access tracks. | | |
| RK4 | Travel routes associated with the current construction area (to be defined by the contractor and updated weekly) will be surveyed weekly to maintain monitoring for roadkill.<br>Environmental Manager to report all incidences of roadkill, injured or orphaned threatened species to the Tasmanian Department of Natural Resources and Environment using the Tasmanian Roadkill Reporter app within one day of occurrence. | CM066<br>Baseline Roadkill Survey Rreport | Environmental Manager |

## 8.3 Roadkill management plan specific commitments register

Table 15 outlines the commitments required to achieve the environmental outcomes of this Roadkill Management Plan. These commitments are supported by the management measures presented in Table 14 and align with requirements of EPBC Act Condition 5 and MIDA Act permit condition 30.

*Table 15 Roadkill Management Plan specific commitments*

| Ref | Environmental Outcome | Commitment | Where addressed in this Plan | Performance Indicator | Trigger Value/ Threshold | Corrective Action | Monitoring requirement | Reporting requirement | Evidence/ Records |
|---|---|---|---|---|---|---|---|---|---|
| C1 | Adequate baseline data available to inform mitigation | Undertake baseline roadkill surveys in accordance with approval conditions | Pre-con M1 (Table 12) | Completion of baseline dataset in accordance with requirements | Survey incomplete or not compliant | Complete surveys prior to works; delay project commencement if required | Weekly baseline roadkill surveys during the required baseline monitoring period, in accordance with Pre-con M1. | Baseline survey completion and results to be reported in the baseline roadkill survey report and referenced in compliance reporting against this Plan. | Survey reports; GIS outputs; data records |
| C2 | Approved Roadkill Management Plan implemented prior to works | Submit RMP for approval and implement approved plan prior to commencement | This plan | Approval obtained prior to works | Works commenced without approval | Stop works; report within 24 hours; obtain approval prior to recommencement | Pre-construction approval hold point prior to commencement of works. | Approval status to be recorded in the document control register and reported through project compliance reporting. Any commencement without approval to be reported as a non-compliance. | Approval letter; document control register |
| C3 | No increase in roadkill mortality | Implement roadkill mitigation measures to | RK1–RK4 (Table 13) | Roadkill numbers do not increase | More than one threatened species | Investigate cause; review and update measures; implement | M1, M3, M4 and M5 (Table 17). Weekly monitoring of | Weekly monitoring results, baseline comparison, trigger exceedances and | Monitoring reports; comparison to baseline; |

| Ref | Environmental Outcome | Commitment | Where addressed in this Plan | Performance Indicator | Trigger Value/ Threshold | Corrective Action | Monitoring requirement | Reporting requirement | Evidence/ Records |
|---|---|---|---|---|---|---|---|---|---|
| | above baseline levels | minimise vehicle strike risk | | relative to baseline | roadkill incident over a 3 month period above baseline | additional controls; notify regulators | active construction transport routes during construction and rolling three-month comparison to baseline thresholds. | corrective/adaptive actions to be included in internal reporting and compliance reporting. | incident records |
| C4 | High-risk road sections identified and managed | Identify and map high-risk road sections and implement mitigation controls | RK2 (Table 13) | High-risk areas mapped and controls installed | Missing or ineffective controls in high-risk areas | Install or upgrade controls; rectify deficiencies; stop works if required | M4 (Table 17). Pre-construction verification and routine inspections during construction to confirm mapping, signage and roadkill mitigation controls are in place. | Inspection outcomes and any deficiencies or corrective actions to be reported through internal environmental reporting and corrective action registers. | GIS mapping; inspection records; site photos |
| C5 | Reduced likelihood of | Implement traffic | RK1, RK2 (Table 13) | Compliance with speed and | Non-compliance | Reinforce controls; retrain personnel; implement | M3 and M4 (Table 17). Weekly inspections and | Verified non-compliances, corrective actions and trends to be | Inspection records; |

| Ref | Environmental Outcome | Commitment | Where addressed in this Plan | Performance Indicator | Trigger Value/ Threshold | Corrective Action | Monitoring requirement | Reporting requirement | Evidence/ Records |
|---|---|---|---|---|---|---|---|---|---|
| | fauna vehicle strikes | management controls | | movement restrictions | with traffic controls | additional restrictions | spot checks during construction to verify compliance with speed limits, travel restrictions, vehicle pooling and signage requirements. | reported in internal reporting, audit records and compliance reporting where relevant. | incident records |
| C6 | Personnel aware of fauna risks and response procedures | Provide training and inductions to all personnel | Training requirements (Table 3), RK1 (Table 13) | All personnel trained prior to site access | Untrained personnel identified | Stop work for untrained personnel; complete training prior to recommencement | M4 (Table 17). Training records reviewed before site access and during routine compliance checks; refresher training monitored following updates or incidents. | Training completion and any gaps to be reported through training registers, internal environmental reporting and audit records. | Training records; attendance logs |
| C7 | Fauna incidents appropriately | Record and report all fauna strike incidents | RK1, RK4 (Table 13) | All incidents reported within | Failure to report or delayed reporting | Investigate; retrain personnel; improve reporting processes | M1 and M5 (Table 17). Continuous incident monitoring as | Fauna strike incidents to be recorded, investigated and reported to relevant | Incident reports; regulator notifications |

| Ref | Environmental Outcome | Commitment | Where addressed in this Plan | Performance Indicator | Trigger Value/ Threshold | Corrective Action | Monitoring requirement | Reporting requirement | Evidence/ Records |
|---|---|---|---|---|---|---|---|---|---|
| | managed and reported | | | required timeframe | | | incidents occur, plus review through weekly monitoring logs and internal reporting processes. | regulators where required; reporting performance to be included in internal reporting and compliance reporting. | |
| C8 | Reduced attraction of fauna to construction transport routes | Inspect construction transport routes and remove carcasses where safe | RK1 (Table 13) | Completion of inspections and carcass removal | Missed inspections or carcasses not removed | Increase inspection frequency; rectify immediately | M2 and M4 (Table 17). Weekly carcass monitoring and inspection of active construction transport routes during construction. | Carcass observations, removals, constraints and corrective actions to be reported weekly and retained for compliance reporting and audit. | Inspection logs; photo records |
| C9 | Management measures remain effective | Implement adaptive management measures in response to triggers | Monitoring (Table 16) | Evidence of review and updated measures following trigger events | Roadkill of threatened species in exceedance of thresholds | Conduct investigation; update measures; implement additional controls; consult regulators where required | M1–M5 (Table 17). Trigger-based review of monitoring results, incident records, compliance checks and audit findings. | Trigger exceedances, investigations, adaptive management decisions and revised measures to be reported through internal reporting, compliance reporting and | Investigation reports; revised procedures |

| Ref | Environmental Outcome | Commitment | Where addressed in this Plan | Performance Indicator | Trigger Value/ Threshold | Corrective Action | Monitoring requirement | Reporting requirement | Evidence/ Records |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | regulator consultation records where required. | |
| C10 | Ongoing compliance with regulatory requirements | Audit and review the RMP at defined triggers | Monitoring (Table 16) , Section 9.3 | Completion of audits and required reviews | Incident, non-compliance, regulator request, or design change | Update plan; implement revised measures; communicate changes | M1–M5 (Table 17) and Section 9.3. Periodic and trigger-based audits and reviews of implementation, monitoring, corrective actions and adaptive management. | Audit outcomes, plan reviews, updates and communication of revised requirements to be documented in audit reports, document control records and compliance reporting. | Audit reports; updated plan versions |

## 8.4 Adaptive management measures

Adaptive management measures associated with this plan are presented in Table 16. The adaptive management measures provide an escalation framework where routine corrective actions are insufficient, or where monitoring indicates that environmental outcomes are not being achieved.

*Table 16 Adaptive management measures*

| Trigger | Relevant commitment, management measure and monitoring requirement | Adaptive Management Measure |
|---|---|---|
| Roadkill of threatened species exceeds baseline thresholds within a 3 month monitoring period, on active construction routes | C3 and C9 (Table 15); RK1–RK4 (Table 14); M1, M3, M4 and M5 (Table 17) | • Undertake a targeted review of roadkill incidents to identify spatial patterns, timing (e.g. dusk/night) and contributing factors<br>• Undertake an audit of implementation of relevant management measures (e.g. speed limits, travel restrictions, carcass removal, driver compliance)<br>• Identify whether incidents are occurring on specific routes or during specific activities and implement targeted strengthening of existing controls in those areas (e.g. increased supervision, targeted communication, revised traffic management on affected routes)<br>• Review the adequacy of current control measures and update procedures where required within the existing CEMP and subplan framework<br>Where required, consult with NRE Tas and/or DCCEEW regarding additional mitigation measures |
| Failure to report all threatened species roadkill incidents in accordance with reporting requirements | C7 and C10 (Table 15); RK3 and RK4 (Table 14); M1 and M5 (Table 17) | • Undertake investigation in accordance with the CEMP to identify cause of reporting failure (e.g. awareness, process gaps, system issues)<br>• Audit reporting pathways, responsibilities and communication methods to confirm they are clear, accessible and consistently implemented<br>• Reinforce reporting requirements through targeted training, toolbox talks and supervisor briefings<br>• Review and, where required, update reporting procedures to improve clarity and timeliness (e.g. simplified reporting steps or escalation pathways)<br>Implement increased compliance checks or supervision until reporting performance is demonstrated to be consistent |
| Roadkill of threatened species exceeds baseline thresholds within a 3 month monitoring period, on active construction routes | C3 and C9 (Table 15); RK1–RK4 (Table 14); M1, M3, M4 and M5 (Table 17) | • Undertake a targeted review of roadkill incidents to identify spatial patterns, timing (e.g. dusk/night) and contributing factors<br>• Undertake an audit of implementation of relevant management measures (e.g. speed limits, travel restrictions, carcass removal, driver compliance)<br>• Identify whether incidents are occurring on specific routes or during specific activities and implement targeted strengthening of existing controls in those areas (e.g. increased supervision, targeted |

| Trigger | Relevant commitment, management measure and monitoring requirement | Adaptive Management Measure |
|---|---|---|
| | | communication, revised traffic management on affected routes)<br>• Review the adequacy of current control measures and update procedures where required within the existing CEMP and subplan framework<br>Where required, consult with NRE Tas and/or DCCEEW regarding additional mitigation measures |
| Failure to report all threatened species roadkill incidents in accordance with reporting requirements | C7 and C10 (Table 15); RK3 and RK4 (Table 14); M1 and M5 (Table 17) | • Undertake investigation in accordance with the CEMP to identify cause of reporting failure (e.g. awareness, process gaps, system issues)<br>• Audit reporting pathways, responsibilities and communication methods to confirm they are clear, accessible and consistently implemented<br>• Reinforce reporting requirements through targeted training, toolbox talks and supervisor briefings<br>• Review and, where required, update reporting procedures to improve clarity and timeliness (e.g. simplified reporting steps or escalation pathways)<br>Implement increased compliance checks or supervision until reporting performance is demonstrated to be consistent |
| Repeated exceedance of baseline roadkill thresholds across consecutive monitoring periods | C3, C9 and C10 (Table 15); RK1–RK4 (Table 14); M1–M5 (Table 17) | • Undertake formal review of monitoring data to assess trends, seasonal influences and spatial distribution of roadkill incidents<br>• Conduct an audit of the implementation and effectiveness of management measures and monitoring program<br>• Review whether current mitigation measures are sufficient to achieve the environmental performance criteria and revise controls where required (e.g. adjustments to travel restrictions, speed limits application, or inspection frequency)<br>• Implement targeted enhancement of existing mitigation measures on affected routes or time periods (e.g. increased monitoring frequency, additional compliance checks, refined traffic management controls)<br>• Where required, consult with DCCEEW and NRE Tas regarding outcomes of the review and proposed updates to management measures<br>Update relevant procedures, monitoring requirements or trigger thresholds where justified, in accordance with the CEMP review and approval process |

# 9. Reporting, Monitoring, Audit and Review

This management plan adopts the reporting, auditing and review framework established under the approved CEMP and Flora and Fauna Management Subplan (FFMSP) to ensure consistency in environmental incident management, compliance reporting and audit processes across the project.

## 9.1 Reporting

### 9.1.1 Internal reporting

The Environmental Manager will prepare internal reporting in accordance with the requirements of the CEMP and FFMSP, including:

- roadkill incidents or near misses, and
- non-conformances and associated corrective actions.

Internal reporting will be provided to the Construction Manager and Project Director in accordance with the CEMP environmental reporting framework.

### 9.1.2 Regulatory reporting

In accordance with EPBC Act approval condition 45(a)(iii), compliance reporting to DCCEEW will include reporting against all commitments and environmental outcomes defined in this Plan, including:

- completion of baseline surveys,
- implementation of management measures,
- monitoring results, including comparison to baseline,
- achievement of environmental performance criteria, and
- any trigger exceedances and associated corrective and adaptive management actions.

This reporting will be documented in compliance reports submitted in accordance with the CEMP reporting framework.

Where a construction vehicle collision with threatened fauna occurs (including but not limited to Tasmanian devil, quolls, Eastern barred bandicoot and listed raptor species), the Environmental Manager will:

- record and investigate the incident in accordance with the CEMP, and
- undertake reporting to relevant regulators, as required by approval conditions.

All reporting records will be maintained and made available for audit in accordance with the CEMP.

## 9.2 Monitoring

To monitor project related impacts to the target threatened species, a roadkill survey effort using the same methodologies required for the baseline surveys will be undertaken during the construction phase. This includes:

- Weekly monitoring of construction transport routes that are deemed active and in use each week
- Recording of any threatened roadkill

Roadkill monitoring will be undertaken using the same methodology as the baseline roadkill surveys to ensure comparability of data. Monitoring will occur on active construction transport routes during the construction phase. Monitoring results will be reviewed on a rolling three-month basis and compared against baseline levels and defined performance criteria. Where trigger thresholds are exceeded, corrective actions and, where required, adaptive management measures will be implemented.

Reporting will be prepared to compare any potential impacts of increased traffic due to construction activities to the baseline assessment. Where numbers of roadkill detected have increased from the baseline assessment (i.e. more than 4 devils/2 quolls over a three-month period), management measures will be assessed and updated as required in order to reduce roadkill incidences. Such increases must be reported to the Environmental Manager, Site Supervisor and DCCEEW. Table 17 outlines the monitoring requirements for roadkill management.

*Table 17 Monitoring requirements for roadkill management*

| ID | Aspect monitored | Relevant commitment / management measure | Indicator | Trigger value | Corrective Actions | Frequency | Reporting requirements |
|---|---|---|---|---|---|---|---|
| M1 | Threatened roadkill on active construction transport routes with potential for ≥10% increase in night time traffic from construction related vehicles | C3, C7, C9 (Table 15) and C10; RK1 and RK4 (Table 14); (Adaptive management)C3, C7, C9 (Table 15) and C10; RK1 and RK4 (Table 14); (Adaptive Management) | Number of threatened species roadkill incidents recorded on active construction transport routes, compared to baseline levels | Exceedance of defined baseline thresholds within a 3 month monitoring period | Stop work and implement Stop Work Protocol: Fauna Injury and Death (Appendix B).<br><br>Investigate in accordance with the CEMP to determine cause of exceedance; verify monitoring data and roadkill identification; review implementation of management measures; implement targeted strengthening of controls; escalate to adaptive management measures where thresholds are exceeded over consecutive monitoring periods | Weekly during construction period | Weekly reporting of threatened species roadkill; comparison to baseline and performance criteria; inclusion in compliance reporting against relevant commitments. |
| M2 | Carcass monitoring on active construction transport routes with potential for ≥10% increase in nighttime traffic | C8 and C9 (Table 15); RK1 (Table 14); carcass removal and scavenger attraction reduction measures. | Number and location of any carcasses recorded on active construction transport routes | Presence of any roadkill carcasses on active construction routes or verges | Remove carcass where safe to do so or record and report location for removal; notify Environmental Manager if removal cannot be completed; review inspection frequency and adjust where required; | Weekly | Weekly reporting of carcass observations, removal actions, constraints and corrective actions |

| ID | Aspect monitored | Relevant commitment / management measure | Indicator | Trigger value | Corrective Actions | Frequency | Reporting requirements |
|---|---|---|---|---|---|---|---|
| | from construction related vehicles | | | | reinforce carcass reporting and removal procedures; escalate to adaptive management measures where persistent carcass presence is observed | | against relevant commitments. |
| M3 | Compliance with speed limits, travel restrictions, and vehicle pooling requirements | C3, C5, C9 and C10 (Table 15); RK1 and RK2 (Table 14); traffic management controls and driver compliance requirements. | Observed compliance with speed limits and travel controls during inspections | Any verified non-compliance with project traffic controls | Investigate non-compliance; notify supervisor; retrain personnel; increase targeted supervision and compliance checks; escalate to adaptive management where repeated non-compliance is identified | Weekly inspections and spot checks during construction | Report non-compliances, corrective actions and trends in internal reporting, audit records and compliance reporting where relevant. |
| M4 | Implementation of roadkill mitigation measures, including signage, carcass removal, monitoring and training | C4, C5, C6, C8, C9 and C10 (Table 15); RK1–RK4 (Table 14); training, signage, inspection, carcass removal and mitigation implementation requirements. | Evidence that required mitigation measures are in place and functioning | Missing, incomplete or ineffective implementation of mitigation measures | Rectify deficiency; implement missing controls; reinforce responsibilities; increase inspection frequency | Weekly during construction | Inspection records, corrective action register and internal reporting, with deficiencies reported against relevant commitments and management measures. |
| M5 | Completion and consistency of | C1, C3, C7, C9 and C10 (Table 15); Pre-con M1 | Monitoring conducted in | Missed monitoring | Complete missed monitoring; review | Weekly | Monitoring logs and audit records, |

| ID | Aspect monitored | Relevant commitment / management measure | Indicator | Trigger value | Corrective Actions | Frequency | Reporting requirements |
|---|---|---|---|---|---|---|---|
| | monitoring relative to baseline methodology | (Table 13), RK4 (Table 14); baseline comparability, monitoring completion and reporting requirements. | accordance with defined frequency and method | events or deviation from baseline methodology | monitoring program and resourcing; reinforce requirements; implement catch-up monitoring where required | | with missed or non-comparable monitoring events reported as compliance issues where relevant. |

### 9.3 Auditing

Auditing of this Roadkill Management Plan will be undertaken in accordance with the CEMP and Flora and Fauna Management Subplan (FFMSP) to verify implementation and effectiveness of management measures.

Audits will:

- assess compliance with the commitments, management measures and monitoring requirements of this Plan,
- verify that monitoring is being undertaken in accordance with the defined methodology and frequency, and
- confirm that corrective and adaptive management actions have been implemented where trigger thresholds are exceeded.

Audits will be undertaken at routine intervals defined under the CEMP, and in response to trigger events, including exceedance of performance criteria, significant incidents, or regulator request. Audit findings will be documented, and any non-compliances or required corrective actions will be managed in accordance with the CEMP corrective action framework.

### 9.4 Review and continuous improvement

This Roadkill Management Plan will be implemented, reviewed and updated in accordance with EPBC Act approval 2022/09247, including Condition 27. The Plan will be reviewed at regular intervals and where required in response to changes in project scope, construction methodology, environmental conditions, monitoring results, audit findings, incidents, or updated approval conditions. Where revisions to this Plan are required, the updated plan will be submitted to DCCEEW for approval (where required) prior to implementation, and all approved changes will be communicated to relevant personnel.

## 10. Reference Documents

This Roadkill Management Plan has been prepared in accordance with regulations and guidance documents as shown in Table 18.

*Table 18 Reference Documents*

| Title | Reference / link |
|---|---|
| Major Infrastructure Project Planning Permit Granted under the *Major Infrastructure Development Approvals Act 1999* and the *Land Use Planning and Approvals Act 1993* | Permit number: MIPP-2026-01 North West Transmission Upgrades Project - Palmerston to Hampshire Section - Final Report and permit, 10 March 2026 |
| EPBC Approval under the *Environment Protection and Biodiversity Conservation Act 1999* | EPBC 2022/09247 |
| **TasNetworks Protocols** | |
| Environmental Risk Management Standard | Environmental Risk Management Standard, R0002759377, TasNetworks, July 2025 |
| Wildlife Interactions Standard | Wildlife Interactions Standard, R0002849257, TasNetworks, July 2025 |
| **Forest Practices Authority Guidelines** | |

| Title | Reference / link |
|---|---|
| Forest Practices Code (2020) | Forest Practices Authority 2020. Forest Practices Code. Forest Practices Authority, Hobart, Tasmania. Forest Practices Code |
| Fauna Technical Note No. 9: Record sheet for fauna observations | Forest Practices Authority 2011. Record sheet for fauna observations. Fauna Technical Note No. 9. Forest Practices Authority, Hobart, Tasmania. Introduction |
| **Other relevant guidelines** | |
| Best Practice Guidelines for Wildlife Rehabilitation | DPIPWE. Best Practice Guidelines for Wildlife Rehabilitation.pdf |
| DCCEEW EMP Guidelines | Department of Climate Change, Energy, the Environment and Water, Environmental Management Plan Guidelines, Version 1.2 (2024) |
| DCCEEW Survey guidelines for threatened species | On-ground surveys and data for referred actions under the EPBC Act - DCCEEW |
| Roadkill Species Guide | Roadkill Tasmania. Roadkill Species Guide.pdf |
| Survey Guidelines and Management Advice for Development Proposals that may impact the Tasmanian Devil (*Sarcophilus harrisii*) | Environment Strategic Business Unit (2023) Survey Guidelines and Management Advice for Development Proposals that may impact the Tasmanian Devil (*Sarcophilus harrisii*). Department of Natural Resources and Environment, Tasmania. Devil Survey Guidelines and Advice.pdf |
| **Relevant project plans / CEMP subplans** | |
| Flora and Fauna Management Subplan | Subplan of the NWTD Construction Environmental Management Plan (CEMP) |
| Native Animal Vehicle Collision Survey Report, North West Transmission Development | 2026, prepared for Genus by GHD |
| **North West Transmission Developments DA/EIS information** | |
| Ecology Baseline Characterisation and Impact Assessment (NWTD EP-DA-502) | Entura 2025. Ecology Baseline Characterisation and Impact Assessment. Remaining North West Transmission Developments, Part E – Attachments and appendices, Appendix B. NWTD EP-DA-502 |
| Management Measures (NWTD-EP-DA-610) | TasNetworks 2025. Management measures. Remaining North West Transmission Developments, Part E – Attachments and appendices, Attachment 10. NWTD-EP-DA-610 |
| Threatened Carnivorous Mammal Vehicle Collision Survey | Survey report documenting the results of a 12-week roadkill baseline survey conducted in early 2026. |
| **Other documents** | |
| Distribution and abundance of roadkill on Tasmanian highways: human management options | Hobday, Alistair & Minstrell, Melinda. (2008). Distribution and abundance of roadkill on Tasmanian highways: human management options. Wildlife Research. 35. 712-726. 10.1071/WR08067. |
| Road upgrade, road mortality and remedial measures: impacts on a population of eastern quolls and Tasmanian devils | Jones ME. (2000) Road upgrade, road mortality and remedial measures: impacts on a population of eastern quolls and Tasmanian devils. Wildlife Research 27, 289–296. |

| Title | Reference / link |
|---|---|
| State Road Hierarchy | Department of State Growth 2025. State_road_hierarchy_December_1.pdf |
| Quoll conservation advice | TSSC. (2015). *Conservation Advice Dasyurus viverrinus (eastern quoll).* Canberra: Department of the Environment. |

## 11. Glossary

| Term | Definition |
|---|---|
| CEMP | Construction Environmental Management Plan |
| Construction activities | Activities categorised a construction activity in Table 1 of Section 2 in the CEMP. |
| DCCEEW | Commonwealth Department of Climate Change, Energy, the Environment and Water. |
| Environmental Manager (EM) | The role responsible for coordinating surveys, implementing and verifying exclusion zones/hold points, maintaining records, and reporting under this Plan. |
| EPBC Act | *Environment Protection and Biodiversity Conservation Act 1999* (Cth). |
| NWTD | North West Transmission Development |
| Stop Works Procedure | The procedure that would be undertaken in the event that either the stop works noise threshold level or stop works vibration threshold level is exceeded.<br>Stop works procedure means a procedure implemented by the approval holder and its Construction Contractors that ensures the following steps are implemented in the event of an incident:<br>– Immediately cease all construction work that has potential to contribute to the exceedance or incident<br>– Investigate and undertake corrective action within 48 hours of the incident<br>– Record the incident and corrective measures<br>Only recommence construction following completion of the above steps and upon approval of the Site Environment Officer or the relevant environmental authority on site |
| The Project | As defined in Sections 1.3 and 2 of the CEMP. |

# Appendices

# Appendix A

## Native Animal Vehicle Collision Survey Report and Maps (GHD)

# Native Animal Vehicle Collision Survey Report

## Northwest Transmission Development

Genus Infrastructure (NSW) Pty Ltd

20 August 2026

→ **The Power of Commitment**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Project name** | | NWTD Genus - CEMP preparation and preconstruction surveys | | | | | |
| **Document title** | | Native Animal Vehicle Collision Survey Report | | | | | |
| **Project number** | | 12674228 | | | | | |
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| S0 | A | E. Styles | N. Priest | | M. Davis | | 23/4/2026 |
| S4 | 0 | L. Knowles | M. Davis | | M. Davis | | 22/5/2026 |
| S4 | 0 | L. Knowles | M. Davis | | M. Davis | | 30/6/2026 |
| S4 | 0.1 | L. Knowles | M. Davis | | M. Davis | | 19/8/2026 |
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## Appendices


Appendix A Winter roadkill analysis
Appendix B Roadkill Survey Results

# 1. Introduction

GHD Pty Ltd (GHD) was engaged by Genus Infrastructure Pty Ltd to undertake a Tasmanian devil (*Sarcophilus harrisii*), Eastern quoll (*Dasyurus viverrinus*) and Spotted-tailed quoll (*Dasyurus maculatus maculatus*) roadkill assessment as per the *Environment Strategic Business Unit (2023) Survey Guidelines and Management Advice for Development Proposals that may impact the Tasmanian Devil (Sarcophilus harrisii)*.

The Tasmanian devil is listed as Endangered under the *Environment Protection and Biodiversity Act 1999* (EPBC Act) and the Tasmanian *Threatened Species Protection Act 1995* (TSP Act). The Eastern quoll is listed as Endangered under the EPBC act and is not listed under the TSP act. The Spotted-tailed quoll is listed as Vulnerable under the EPBC Act and Rare under the TSP Act.

The EIS Guidelines require surveys to be undertaken in accordance with the Survey Guidelines and Management Advice for Development Proposals that may impact on the Tasmanian Devil (*Sarcophilus harrisii*) (hereon 'the Devil Management Guidelines')[1]. The Devil Management Guidelines are a supplement to the Guidelines for Natural Values Surveys – Terrestrial Development Proposals. Information was also sourced from the Draft Recovery Plan for the Tasmanian Devil (*Sarcophilus harrisii*)[2] and recommendations therein applied to this assessment.

As per the Devil Management Guidelines, a roadkill survey must be conducted when a greater than 10% increase in nighttime traffic is projected from an activity. The Devil Management Guidelines define nighttime as being from one hour before dusk to one hour after dawn.

## 1.1 Purpose of this report

The primary purpose of this survey and report is to meet the Devil Management Guidelines, and the secondary purpose was to record any threatened species roadkill. This will inform an understanding of baseline roadkill for the NWTD project and serve to provide a comparison against future roadkill assessments during the construction phase of the NWTD project.

Following completion of the baseline survey, GHD undertook a supplementary review of Natural Values Atlas records to provide broader seasonal and interannual context, with particular emphasis on winter roadkill patterns. The review considered confirmed and potential roadkill records from 2021 to 2025 for the species addressed by Condition 30 of Major Infrastructure Permit MIPP-2026-01. The review complements the summer field survey but does not constitute a directly comparable, effort-corrected or route-specific baseline. The supplementary winter analysis is provided in Appendix A.

## 1.2 Scope and limitations

*This report has been prepared by GHD for Genus Infrastructure Pty Ltd and may only be used and relied on by Genus for the purpose agreed between GHD and Genus as set out in section 1.1 of this report.*

*GHD otherwise disclaims responsibility to any person other than Genus Infrastructure Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.*

*The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.*

*The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.*

*The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report (refer section(s) 1.3 of this report). GHD disclaims liability arising from any of the assumptions being incorrect*

*GHD has prepared this report on the basis of information provided by Genus Infrastructure Pty Ltd and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the*

[1] Environment Strategic Business Unit (2023).
[2] Department of Primary Industries, Parks, Water and Environment (2010).

*agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.*

*Whilst every effort was made to account of every carnivorous mammal road killed individual, it cannot be guaranteed that every individual was recorded due to natural factors beyond GHD's control, i.e. general public removing carcasses, scavenging animals etc.*

**Accessibility of documents**

*If this report is required to be accessible in any other format, this can be provided by GHD upon request and at an additional cost.*

# 2. Study area

The proposed NWTD project (stage 1), spans from Poatina to Burnie, via Deloraine largely along the existing transmission line easement. The included roads covered a total approximate length of 750 km, spanning seven local government areas (Figure 1 and 2), including Burnie, Central Coast, Devonport, Kentish, Latrobe, Meander Valley, Northern Midlands and Launceston.

# 3. Methodology

## 3.1 Survey route planning approach

The Environmental Impact Statement for the NWTD nominated 138 roads that will likely exhibit an increase in nighttime traffic of 10% or more from construction related vehicles. Weekly survey of each of these roads over the required three-month period presented logistical and time-consuming challenges. After analysis of each road, it was determined impractical and unnecessary to survey every road, particularly suburban streets and cul-de-sacs.

Due to the large area that this linear project spans, it was important to focus survey effort on roads with the highest risk of roadkill, consistent with the Devil Management Guidelines. GHD conducted a structured review of each of the 138 roads against satellite imagery, TASVEG 5.0 classifications and natural values atlas records of Tasmanian devil, spotted-tailed quoll and Eastern quoll to determine which of the 138 roads that devils and quolls have a higher likelihood of interacting with and which are more unlikely.

Roads with existing roadkill records and/or within 5 km of TASVEG 5.0 classifications that were deemed devil and quoll habitat were prioritised. Suburban streets and roads through purely agricultural areas were prioritised last or excluded. This process resulted in a survey area consisting of 105 distinct roads and approximately 750 km of road surveyed each week (Figure 1 and 2).

## 3.2 Field survey

The following maps (Figure 1 and Figure 2) show the roads chosen by GHD to survey for roadkill around the NWTD alignment.

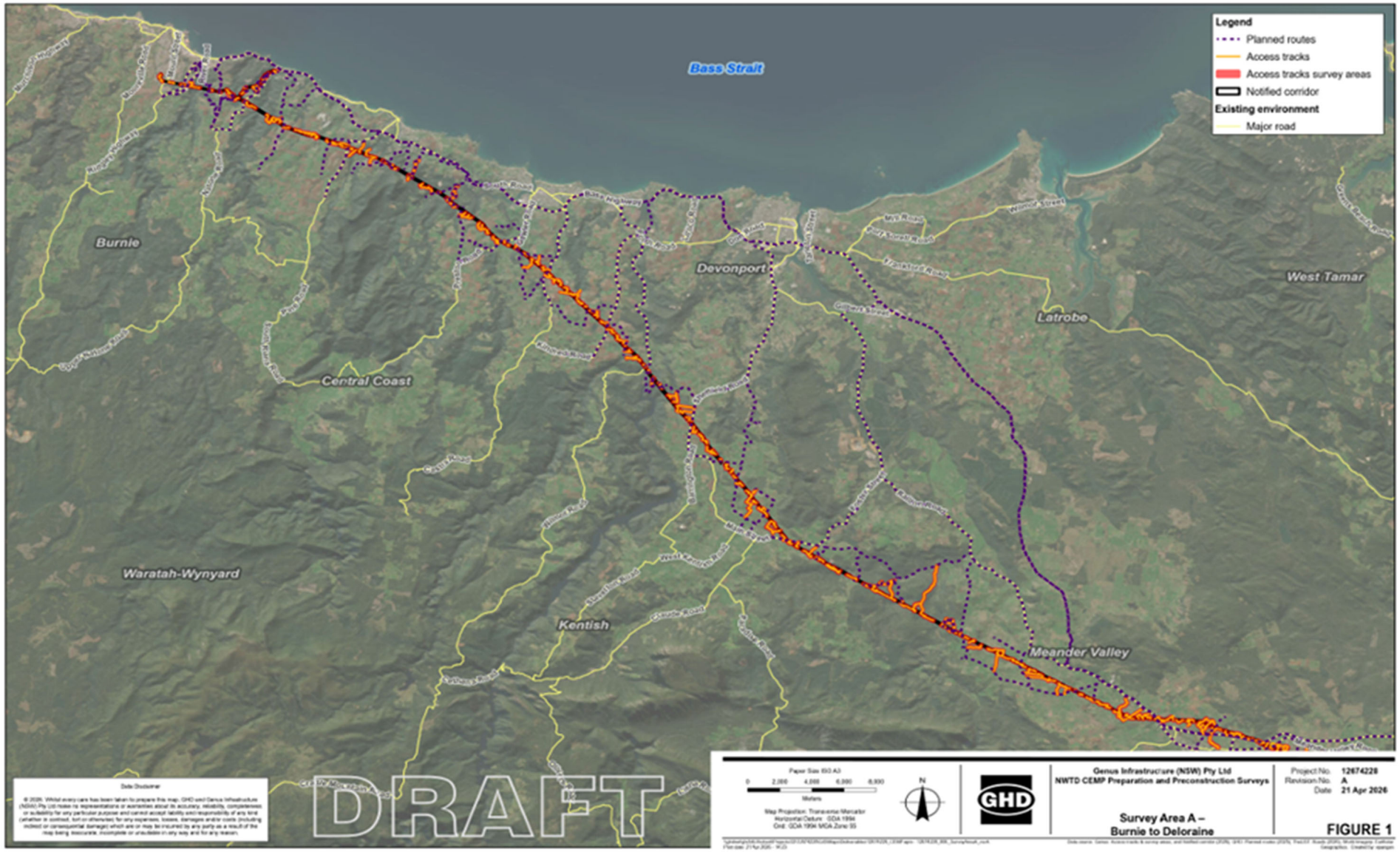


*Figure 1 Survey route Burnie to Deloraine. All roads identified as 'planned routes' were surveyed by GHD*

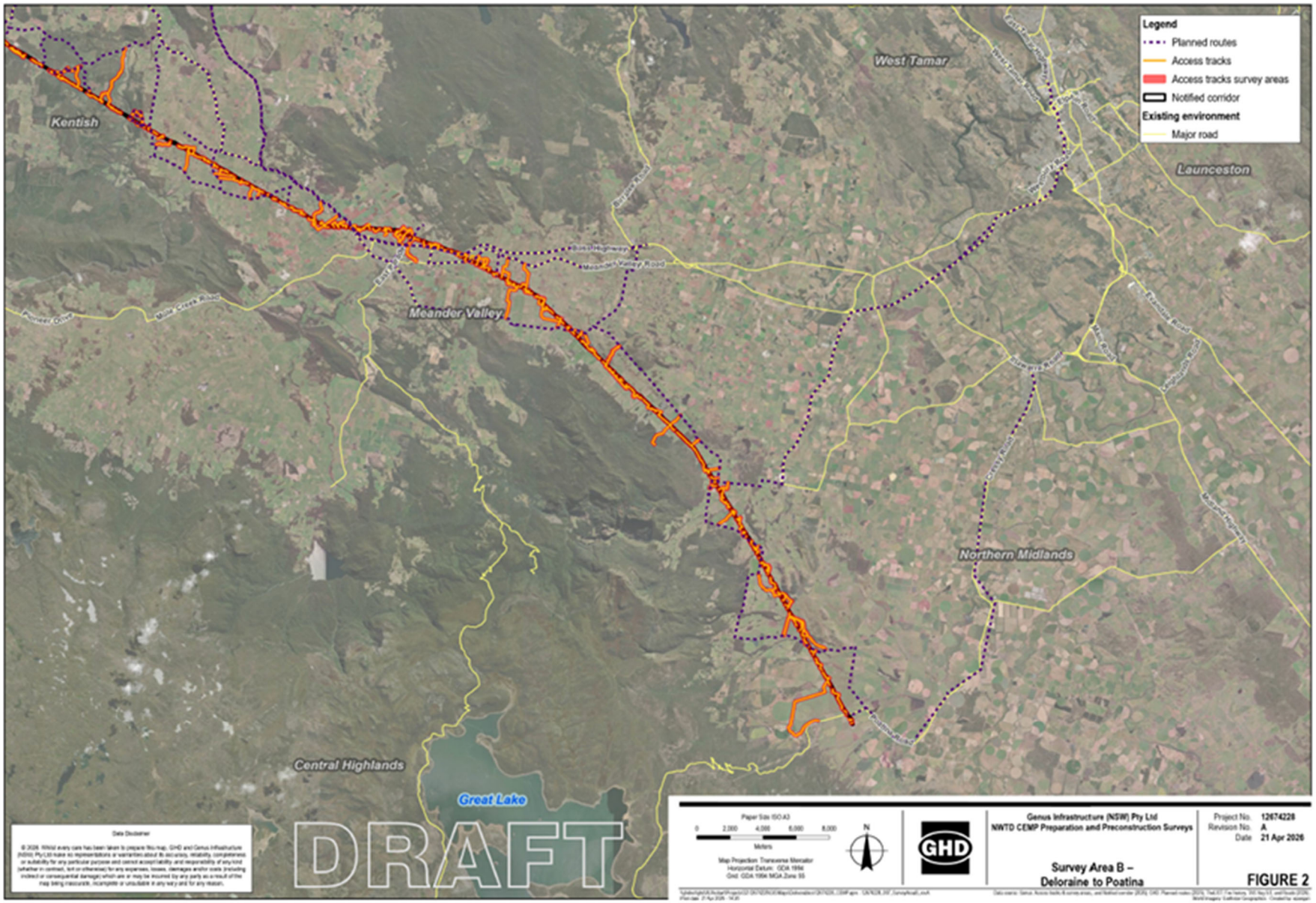


*Figure 2 Survey route Deloraine to Poatina. All roads identified as 'planned routes' were surveyed by GHD*

Surveys were conducted on a weekly basis for 12 weeks by GHD, with approximately 750 km of road driven each survey event. One week (week 7) was omitted due to staff illness. This omission was addressed by adding another week at the end of the 12-week survey period. The survey period was selected as it aligns with the dispersal period of sub-adult carnivorous mammals and is suggested in the Devil Management Guidelines. If surveys are to be conducted outside this period (December-April), a six-month monitoring period is required under these Guidelines.

Each road was driven by two personnel, once per survey week, at a driving speed of approximately 80 km/h. One person was designated observer and the other, the driver. Where possible, and safe to do so, roadkill was identified to species level to determine if it was a Tasmanian devil, Eastern quoll or spotted-tailed quoll. Where it was not possible to identify in the field, photos were referred to a GHD senior ecologist for identification.

# 4. Results

A total of 12 weekly surveys were undertaken between 12/01/2026 and 10/04/2026 over a 13-week period.

A total of six carnivorous mammal individuals were recorded. Of these, four were Tasmanian devils, one Eastern quoll, and one spotted-tailed quoll (Figure 3, Appendix B, Table 1).

Two of the Tasmanian devils were recorded on Bridle Track Road, and the other two were recorded on Osmaston Road and Railton Road. The Eastern quoll was recorded on the Bass Highway, and the spotted-tailed quoll was recorded on Castra Road.

***Table 1 Number of Tasmanian devils, eastern quoll and spotted-tailed quoll roadkill survey findings***

| Species | Bass Highway | Osmaston Rd | Railton Rd | Bridle Track Rd | Castra Rd | Total |
|---|---|---|---|---|---|---|
| Tasmanian Devil (*Sarcophilus harrisii*) | | 1 (SA, UK) | 1 (SA, UK) | 2 (1x SA, UK) (1x SA, F) | | 4 |
| Eastern Quoll (*Dasyurus viverrinus*) | 1 (SA, UK) | | | | | 1 |
| Spotted-tailed Quoll (*Dasyurus maculatus maculatus*) | | | | | 1 (A, M) | 1 |

*For age, A = adult, SA = subadult. For sex, UK = unknown, M = male, F = female.*

Devil Facial Tumour Disease (DFTD) was not identified in any of the Tasmanian devils recorded in this survey.

No roadkill for the target species was recorded in the Burnie, Devonport, Latrobe, Northern Midlands and Launceston local government areas.

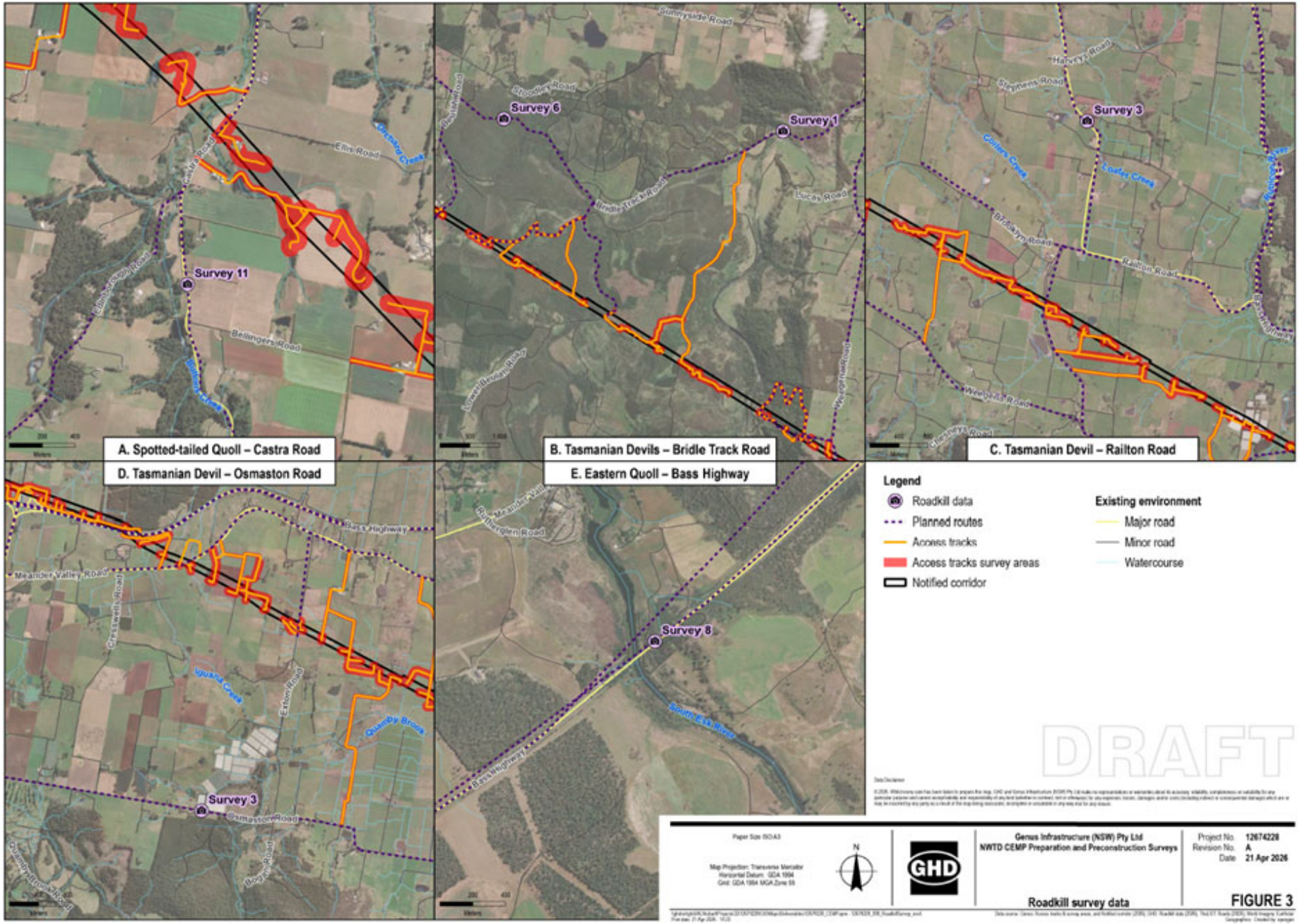


*Figure 3* *Survey findings, labelled by area and the species found (A, B, C, D and E). The 'Roadkill data' map icon also indicates which survey the finding occurred*



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# 5. Discussion

A total of 83% of roadkill detections during field survey effort occurred on roads that run through, or adjacent to habitat areas for devils and quolls (Figure 3A, B, D and E, see above). This highlights the increased risk of roadkill for these species on forest adjacent roads. Nighttime driving in these areas presents the highest risk of roadkill for these species, being nocturnal. Additionally, devils and quolls are scavengers, which increases their risk of vehicle collision. Forested roads that have other road-killed species present (i.e. pademelons (*Thylogale billardierii*) and Bennett's wallabies (*Notamacropus rufogriseus*) should be recognised, and all forested areas ideally avoided from dusk to dawn (one hour before sunset and one hour after sunrise), or else navigated cautiously. These roads are considered high-risk for potential roadkill, and any mitigation measures outlined in the Roadkill Management Plan should prioritise these road sections where possible.

Whilst larger forested areas on the alignment (i.e. the Dasher River Conservation Area, Bridle Track Road (Figure 3B) are simple to recognise in terms of an increased occurrence of devils and quolls, these species can utilise fragmented habitat and can often be present in seemingly limited forested sections of road (Figure 3C). Therefore, it is important to recognise areas that present a higher risk of roadkill (i.e. forested adjacent roads) but also consider measures on all roads when implementing roadkill reduction mitigation. Reductions in vehicle speed at nighttime has demonstrated a positive outcome for local populations of Tasmanian devil and quoll populations and is a key mitigation measure that can be implemented to reduce roadkill incidence[3].

Historic studies indicate that there are seasonal variations in the roadkill rates of Tasmanian devils, Eastern quolls and spotted-tailed quolls, where roadkill density was lowest in winter and highest in late summer and autumn.[4] This is in line with seasonal resource availability, breeding and dispersal periods, as well as seasonal human behaviours. The Devil Management Guidelines note that December to April is when peak roadkill of weaned devils occurs.[1] This information should be considered when scheduling works around higher risk forested areas.

It is important to note a caveat in the survey design. Whilst the survey was carried out in accordance with the Devil Management Guidelines, a post-survey desktop search of publicly reported roadkill incidents on LISTmap[5] in the same area and timeframe as the GHD survey highlighted four Tasmanian devils that were not recorded during GHD survey efforts. There were one Tasmanian devil and one Eastern quoll report that matched GHD survey findings. Note that spotted-tailed quoll roadkill records are not available on LISTmap. These findings indicate that the number of road-killed Tasmanian devils was at least double that identified by the GHD survey during the same period.

It is important to highlight the difficult nature of accurately reporting roadkill. Many factors influence the chance of a successful detection, of which most likely is the public removing roadkill to a safe distance from the road to reduce further impacts on scavenging species. It is likely that the general public that reports roadkill (via the Tasmanian Roadkill Reporter app) also remove the carcasses from sight, as well as other scavenging animals. Therefore, referencing publicly available data (i.e. LISTmap, layer 'Roadkill – Devils and Quolls') must be considered as a tool for supplementing any project-specific roadkill monitoring, especially when ascertaining impacts during and after the construction phase.

With approximately 750 km of road surveyed by GHD each week for 12 weeks, the findings show that there is approximately one instance of roadkill per 125 km of road. Including data from LISTmap, this estimation increases to one instance of roadkill per 75 km of road. It is impossible to accurately estimate the true extent of roadkill for a given area, considering the multiple factors listed above. Taking into consideration the spatial extent of the NWTD alignment, GHD survey results and LISTmap data, it is highly likely that incidences of roadkill will result during project construction without any mitigation measures in place. Therefore, GHD has provided recommendations (see Section 6 below) that aim to reduce the likelihood of roadkill occurring during the construction phase.

[1] Environment Strategic Business Unit (2023).
[3] Jones M. E. (2000).
[4] Hobday, A.J. and Minstrell, M.L. (2008).
[5] Roadkill – Devils and Quolls. LISTmap layer.

# 6. Recommendations

There is a range of measures that can be considered for implementation to reduce the risk of roadkill resulting from increases in traffic from the construction phase of the NWTD. These are detailed below.

To provide an integrated approach to management of roadkill risk, it is recommended that a roadkill adaptive management plan be developed. This plan should outline how monitoring data would be used to refine mitigation actions, then adjust strategies based on observed effectiveness and document lessons learned and update protocols accordingly.

This plan should include the management measures below and outline further adaptive management measures to respond to roadkill increases above baseline levels.

The roadkill adaptive management plan should also include a monitoring regime to assess the impact of NWTD project-related traffic, along with effectiveness of any mitigation measures. This should establish frequency and methods of monitoring. This roadkill adaptive management plan should sit within the overall Flora and Fauna Management Sub Plan required under the approval EPBC 2022/09247 under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), and MIPP-2026-01 under the *Major Infrastructure Development Approvals Act 1999* (MIDAA). In accordance with Commonwealth guidance, the Plan will set out clear, measurable commitments, management measures, trigger values, corrective actions, and reporting mechanisms to demonstrate how impacts to these species will be avoided and minimised, and how compliance will be achieved and documented.

Other measures to be implemented during the Project and included in the management plan:

- Ensure all staff and sub-contractors are inducted and educated about the risk of road strike to Tasmanian devils, Eastern quolls, spotted-tailed quolls, Eastern barred bandicoots, Tasmanian wedge tailed eagles, grey goshawks, and white bellied sea eagles (emphasising threatened species status), particularly from dusk until dawn.
- Project inductions should include driver training emphasising the need to drive to conditions and reduce vehicle speeds where practicable in areas or periods of elevated fauna strike risk, including during low visibility, night-time driving, or where fauna activity is observed.
- Emphasise remaining within the speed limit (preferably below 80km/h) and scanning edges of road for fauna and preparing to stop for fauna on the road, where and when safe to do so.
- A speed limit of 40km/hr should be enforced for all project-related vehicles on access tracks and the alignment.
- Avoid use of roads from dusk until dawn, where practicable.
    - If avoidance is not practicable, reduce the volume of traffic from dusk until dawn (e.g. limit project vehicle movements to light vehicles only).
- Where practicable, and noting relevant controls, manage vegetation on roadsides in high-risk areas to enhance view field for drivers.
- Noting there are currently subcontractors engaged to complete weekly roadkill removal from the nominated route, the Project should liaise with road managers (e.g. Councils and Building Tasmania) to support this activity. This will help to discourage threatened fauna, such as Tasmanian devils and quoll species, from scavenging on roads and thus reduce risk of further roadkill affecting these species.
- Install highly visible, novel, relocatable signage at the start of the construction phase, to encourage drivers to be mindful of potential devils/quolls on road from dusk until dawn. These signs should be relocated throughout the construction phase to target particular areas and reduce driver habituation.
- To monitor project related impacts to the target threatened species, a roadkill survey effort using the same methodologies will be undertaken during the construction phase. Reporting will be prepared to compare any potential impacts of increased traffic due to construction activities to the baseline assessment.
    - Where numbers of roadkill detected have increased from the baseline assessment (i.e. more than 4 devils/2 quolls over a three month period), management measures will be assessed and updated as required in order to reduce roadkill incidences.

– Develop wildlife rescue procedures for construction workers for use in the incident an animal is hit and injured, or discovered, by a vehicle going to and from site.

# 7. References


Environment Strategic Business Unit (2023) *Survey Guidelines and Management Advice for Development Proposals that may impact the Tasmanian Devil (Sarcophilus harrisii).* Department of Natural Resources and Environment, Tasmania.

Department of Primary Industries, Parks, Water and Environment (2010) *Recovery Plan for the Tasmanian devil (Sarcophilus harrisii).* Department of Primary Industries, Parks, Water and Environment, Hobart.

Jones M. E. (2000) *Road upgrade, road mortality and remedial measures: impacts on a population of eastern quolls and Tasmanian devils*. Wildlife Research 27 289 296 doi:10.1071/WR98069

Hobday, A.J. and Minstrell, M.L., (2008). *Distribution and abundance of roadkill on Tasmanian highways: human management options. Wildlife Research*, 35(7), pp.712-726.

Roadkill – Devils and Quolls. LISTmap layer. Available at: **https://www.thelist.tas.gov.au/app/content/data/geo-meta-data-record?detailRecordUID=6ffb31ac-9f31-4bd2-9c06-6b64d2e2aa9b** . Accessed 22/04/2026.

# Appendices

# Appendix A

## Winter roadkill analysis

# Technical memorandum

**August 18, 2026**

| | | | |
|---|---|---|---|
| **To** | Gina Goodman | **Contact no.** | |
| **Copy to** | Eilah Cumming | **Email** | |
| **From** | Nicholas Priest | **Project no.** | 12674228 |
| **Project name** | NWTD – CEMP preparation and preconstruction surveys | | |
| **Subject** | Winter roadkill analysis addendum | | |

## 1. Introduction

The Tasmanian Planning Commission sought additional information regarding roadkill rates in winter in line with Condition 30 of the MIDA Act Permit MIPP-2026-01. Genus Pty Ltd commissioned GHD to provide this analysis.

### 1.1 Purpose of this Memorandum

The purpose of this memorandum is to describe seasonal and interannual variation in roadkill records surrounding the North West Transmission Developments (NWTD), based on Condition 30 of MIDA Act Permit MIPP-2026-01 (MIDA Act Permit) and the approach discussed with the Tasmanian Planning Commission on 13 August 2026. GHD assessed records for seven Tasmanian fauna species, with particular emphasis on whether winter records provide evidence of a distinct seasonal roadkill pattern relative to other seasons.

The species described in this memorandum are Tasmanian devil (*Sarcophilus harrisii*), spotted-tailed quoll (*Dasyurus maculatus maculatus*), eastern quoll (*Dasyurus viverrinus*), eastern barred bandicoot (*Perameles gunnii gunnii*), white-bellied sea-eagle (*Icthyophaga leucogaster*), Tasmanian wedge-tailed eagle (*Aquila audax fleayi*) and grey goshawk (*Tachyspiza novaehollandiae*).

The 2021–2025 Natural Values Atlas analysis complements the January to April 2026 baseline survey by providing broader seasonal and interannual context around the roads included in the summer survey effort. The two datasets are not directly equivalent: the field survey involved repeated, structured monitoring of selected roads, whereas the Natural Values Atlas dataset comprises opportunistic observations collected over a wider period without consistent survey effort. The historical analysis is therefore used to test whether the summer baseline is likely to omit a general winter-specific pattern, rather than to calculate a directly comparable roadkill rate.

### 1.2 Scope and limitations

*The analysis is limited to a descriptive comparison of Natural Values Atlas roadkill records by species, year and season. It analysed records from a 5km buffer of the original summer period roadkill survey effort and does not compare individual roads or road sections, attribute records to particular construction routes, assess route-specific risk, examine monthly variation, collect new data, or revise monitoring requirements or management controls. The 2021–2025 period represents the core five-year comparison requested in the additional scope. These data are opportunistic observation records, not effort-corrected roadkill rates, and variation may reflect reporting intensity, observer distribution, road use, carcass persistence, detectability, population abundance or project-specific sampling as well as*

This Technical Memorandum is provided as an interim output under our agreement with Genus Pty Ltd. It is provided to foster discussion in relation to technical matters associated with the project and should not be relied upon in any way.

*true mortality. Small sample sizes constrain inference for eastern quoll, grey goshawk and both eagle species. Seasonal assignment follows the supplied workbook field and does not independently verify observation dates.*

*This technical memorandum has been prepared by GHD for Genus Pty Ltd. It is not prepared as, and is not represented to be, a deliverable suitable for reliance by any person for any purpose. It is not intended for circulation or incorporation into other documents. The matters discussed in this memorandum are limited to those specifically detailed in the memorandum and are subject to any limitations or assumptions specially set out.*

## Accessibility of documents

*If this Technical Memorandum is required to be accessible in any other format this can be provided by GHD upon request and at an additional cost if necessary.*

## 1.3 Methodology

GHD analysed Tasmanian Natural Values Atlas carcass observations within a 5 km buffer of roads surveyed during summer survey effort, using records from 2021–2025 as the core dataset. Records were assessed using species, observation year and the supplied observation-season field in the NVA. *Dasyurus maculatus* and former *Dasyurus maculatus maculatus* entries were consolidated as spotted-tailed quoll.

Records were grouped by species, calendar year and Tasmanian meteorological season: summer (December–February), autumn (March–May), winter (June–August) and spring (September–November). Seasonal totals, annual totals and winter's share of each species total were compared descriptively to determine whether winter records were elevated relative to other seasons. The analysis was limited to broad temporal patterns and did not examine monthly variation, individual roads, road sections or route-specific risk. Counts were not standardised for survey effort, traffic volume, species abundance or road length.

The dataset was not subject to assessment of duplicate records. Some observations may relate to the same carcass or incident, particularly where records have similar locations and observation dates. Record totals should therefore be interpreted with appropriate caution.

Natural Values Atlas records do not consistently identify the cause of death in a single structured field. Each record was therefore screened using the available structured and free-text information, including observation type, observation type qualifier, location description, project code and notes.

Records were classified as Yes where a structured field or accompanying text explicitly identified roadkill, vehicle strike or an equivalent cause of death. Records were classified as No where the available information identified another cause, such as dog attack, electrocution, disease, toxicant exposure or another clearly non-vehicle-related cause. Records were classified as Potential where a carcass was recorded on, beside or near a road, but the available information did not confirm the cause of death or identify a clear alternative cause.

The analysis included records classified as Yes or Potential and excluded records classified as No. Potential records were retained because the available information was consistent with possible vehicle strike, although roadkill could not be confirmed. The resulting dataset therefore represents confirmed and potential roadkill records rather than confirmed vehicle-strike events only.

# 2. Summary of confirmed and potential roadkill records

The tables below summarise roadkill records by species, year and season between 2021 and 2025. No definitive roadkill records of White-bellied sea eagle were recorded during this period.

***Table 1 Summary of roadkill records by species and year from 2021–2025***

| Species | 2021 | 2022 | 2023 | 2024 | 2025 | Total |
|---|---|---|---|---|---|---|
| Tasmanian devil | 13 | 20 | 26 | 25 | 12 | 96 |
| Eastern barred bandicoot | 15 | 4 | 29 | 23 | 11 | 82 |

This Technical Memorandum is provided as an interim output under our agreement with Genus Pty Ltd. It is provided to foster discussion in relation to technical matters associated with the project and should not be relied upon in any way.

| Species | 2021 | 2022 | 2023 | 2024 | 2025 | Total |
|---|---|---|---|---|---|---|
| Spotted-tailed quoll | 18 | 4 | 3 | 12 | 3 | 40 |
| Eastern quoll | 7 | 2 | 2 | 1 | | 12 |
| Tasmanian wedge-tailed eagle | 1 | | 2 | 1 | 1 | 5 |
| Grey goshawk | 2 | | | 1 | 1 | 4 |

*Table 2 Roadkill data from 2021-2025 by season*

| Species | Summer | Autumn | Spring | Winter | Total | Winter share |
|---|---|---|---|---|---|---|
| Tasmanian devil | 60 | 23 | 10 | 3 | 96 | 3.1% |
| Eastern barred bandicoot | 18 | 17 | 18 | 29 | 82 | 35.4% |
| Spotted-tailed quoll | 8 | 18 | 1 | 13 | 40 | 32.5% |
| Eastern quoll | 3 | 5 | 2 | 2 | 12 | 16.7% |
| Tasmanian wedge-tailed eagle | | 1 | 2 | 2 | 5 | 40.0% |
| Grey goshawk | 1 | 3 | | | 4 | 0.0% |

## 2.1 Species-specific assessment

Roadkill records are presented by species below.

### 2.1.1 Tasmanian devil

Tasmanian devil was the most frequently recorded species, with 96 confirmed or potential roadkill records from 2021 to 2025. Records were strongly concentrated in summer, which accounted for 60 records (62.5%), compared with 23 in autumn, 10 in spring and three in winter. Winter represented only 3.1% of records and did not constitute a major roadkill period. Annual totals increased from 13 in 2021 to a peak of 26 in 2023, remained similar in 2024 at 25 records, and declined to 12 in 2025.

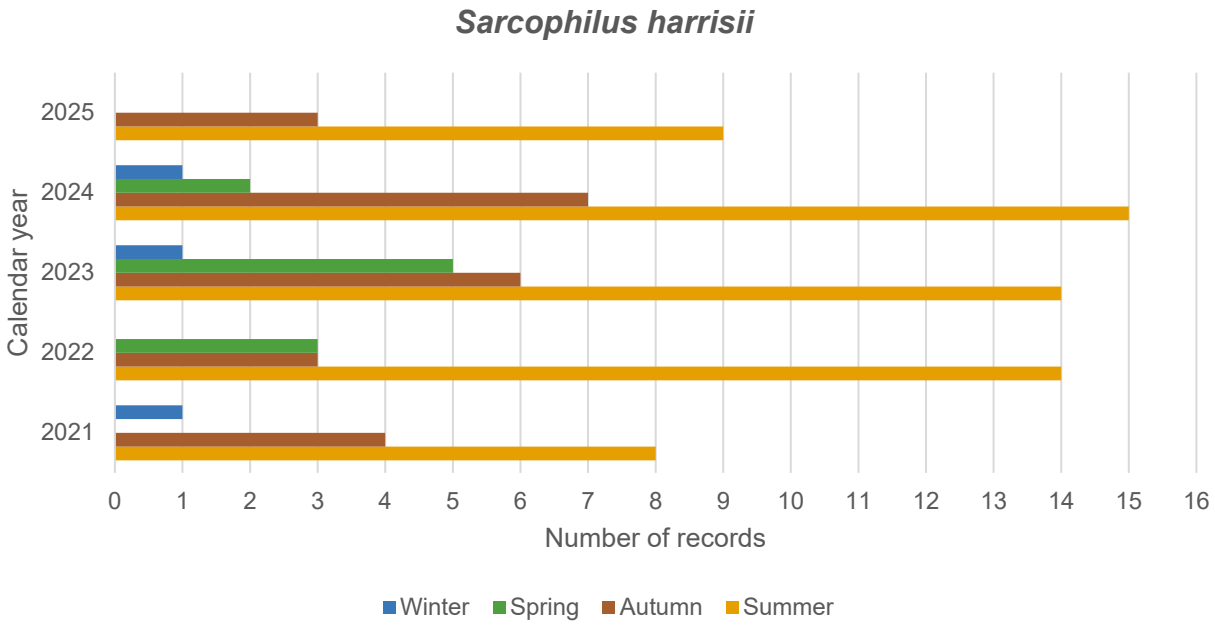


*Figure 1 Roadkill records for Tasmanian devil by year and season*

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### 2.1.2 Spotted-tailed quoll

Spotted-tailed quoll records totalled 40 from 2021 to 2025. Autumn had the highest seasonal total, with 18 records, followed by winter with 13 records, summer with eight and spring with one. Winter represented 32.5% of records and was therefore a notable seasonal component, although it was not the dominant season overall. Annual totals were highest in 2021, at 18 records, declined in 2022 and 2023, increased to 12 in 2024 and declined to three in 2025. The winter contribution was influenced substantially by 2024, when seven of the 12 records occurred in winter.

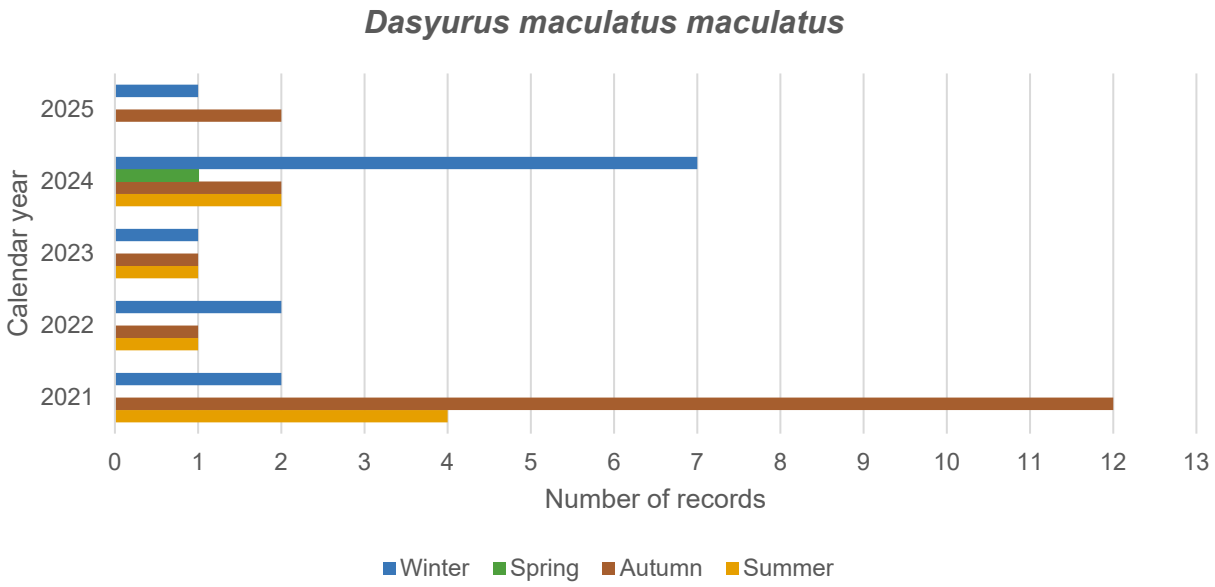


***Figure 2*** ***Roadkill records for spotted-tailed quoll by year and season***

### 2.1.3 Eastern quoll

Eastern quoll records were limited in the 2021–2025 core dataset (12 total), with autumn highest (5 records; 41.7%) and winter low (2 records; 16.7%). Winter records occurred only in 2021 and 2022 and were lower than summer and autumn. Annual records peaked in 2021 and were otherwise sparse, providing little evidence of a consistent seasonal or interannual pattern.

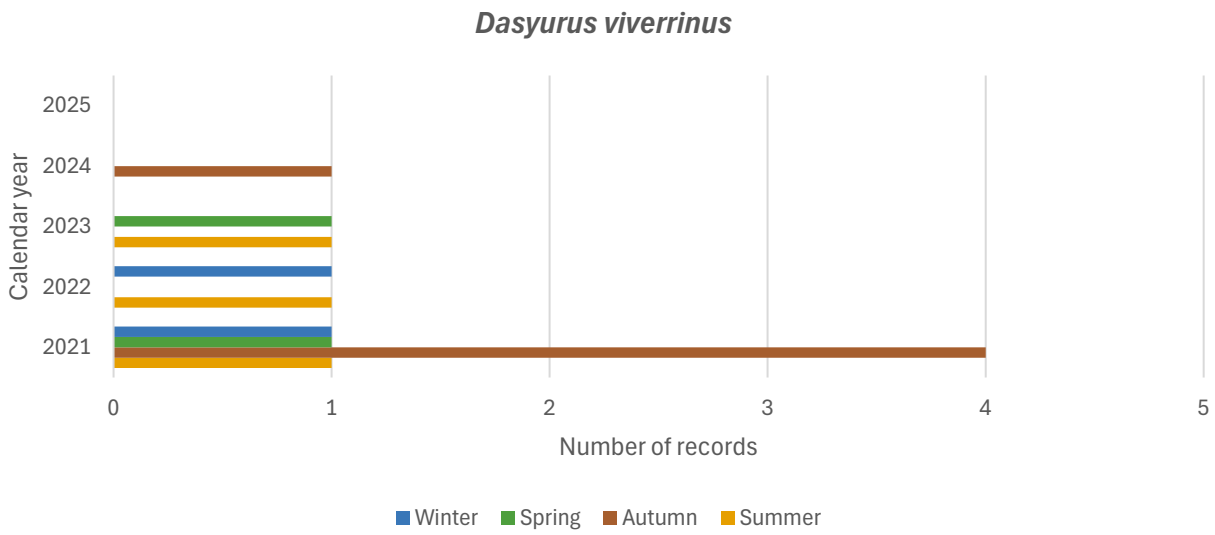


***Figure 3*** ***Roadkill records for eastern quoll by year and season***

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### 2.1.4 Eastern barred bandicoot

Eastern barred bandicoot was the second most frequently recorded species, with 82 confirmed or potential roadkill records between 2021 and 2025. Winter had the highest seasonal total, with 29 records, compared with 18 records in both summer and spring and 17 in autumn. Winter represented 35.4% of records and was the clearest winter-weighted pattern among the species with comparatively substantial datasets. Annual totals varied considerably, with the highest totals recorded in 2023 and 2024. Although the results indicate that winter is relevant for this species, records occurred in all seasons and the opportunistic dataset does not establish an effort-corrected seasonal roadkill rate.

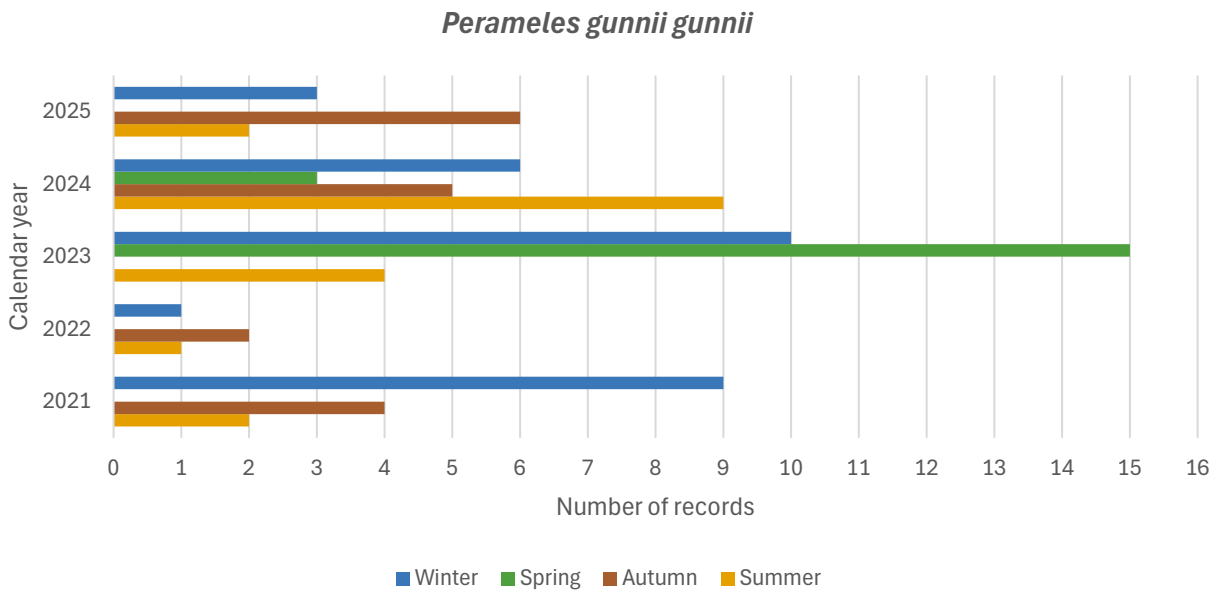


*Figure 4* *Roadkill records for eastern barred bandicoot by year and season.*

### 2.1.5 Wedge-tailed eagle

Five Tasmanian wedge-tailed eagle records were classified as confirmed or potential roadkill between 2021 and 2025. Two occurred in spring, two in winter and one in autumn, with no retained summer records. Although winter represented 40.0% of the retained records, the sample is too small to support a reliable seasonal or interannual interpretation.

### 2.1.6 Grey goshawk

Four grey goshawk records were classified as confirmed or potential roadkill between 2021 and 2025. Three occurred in autumn and one in summer, with no retained winter or spring records. The small sample does not support reliable seasonal or interannual interpretation but provides no indication of a winter-weighted pattern in the available records.

## 2.2 Patterns and Trends

The available data provide limited evidence of a general increase in roadkill risk during winter relative to other seasons, although seasonal patterns vary among species and the NVA records were collected on an opportunistic basis.

The clearest winter-weighted pattern was recorded for eastern barred bandicoot. Winter was also a notable component of spotted-tailed quoll records, although autumn had the highest overall total and the winter result was influenced by the concentration of records in 2024. The percentages for Tasmanian wedge-tailed eagle should not be interpreted as evidence of a seasonal pattern because only five records were retained. Tasmanian devil, eastern quoll and grey goshawk showed little or no winter representation. Results are summarised in Table 3.

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The weekly monitoring, reporting, audit and adaptive management requirements established under Condition 30 provide an appropriate mechanism for identifying and responding to any increase in roadkill incidence during construction, including any emerging winter-specific pattern. On this basis, a separate winter baseline survey is not anticipated to provide additional value where the existing baseline and supplementary information is sufficient to characterise seasonal risk.

*Table 3 Seasonality and implications for roadkill management*

| Species | Seasonal interpretation | Implication for roadkill management |
|---|---|---|
| **Tasmanian devil** | Records were strongly summer-weighted, while winter records were uncommon and occurred in only three of the five years. | Weekly monitoring of applicable construction transport routes provides an appropriate mechanism for identifying any change in the number, species, location or seasonal distribution of roadkill during construction. Results can be compared with the applicable baseline and reviewed over rolling three-month periods.<br>Where monitoring identifies a recurring spatial, seasonal or species-specific pattern, or indicates that baseline thresholds or performance criteria may have been exceeded, the Roadkill Management Plan provides for investigation and targeted review of mitigation measures. Roadkill involving devils, quolls, listed raptors and eastern barred bandicoots is subject to reporting requirements. A construction-vehicle collision involving a devil, quoll or Tasmanian wedge-tailed eagle additionally triggers the specific collision-reporting, audit and mitigation-review requirements under Condition 30. |
| **Eastern barred bandicoot** | Winter had the highest seasonal total and accounted for more than one-third of records. Winter records were particularly evident in 2021 and 2023, although records occurred in all seasons. | |
| **Spotted-tailed quoll** | Winter represented a notable proportion of records, but autumn had the highest seasonal total. The winter contribution was influenced by seven records in 2024 and was less pronounced in other years. | |
| **Eastern quoll** | Records were sparse, with autumn having the highest total and only two winter records, both occurring early in the assessment period. | |
| **Tasmanian wedge-tailed eagle** | Winter and spring each accounted for two of the five retained records. The apparent 40% winter share is based on a very small dataset. | |
| **Grey goshawk** | The four retained records occurred in summer and autumn, with no confirmed or potential roadkill records in winter. | |
| **White-bellied sea-eagle** | No records met the criteria for inclusion as confirmed or potential roadkill. The single source record was excluded because the recorded cause of death was electrocution. | |

# 3. Conclusions

The 2021–2025 Natural Values Atlas records provide supplementary seasonal and interannual context, alongside the January to April 2026 baseline roadkill survey. Within the limitations of the available data, the analysis provides little evidence that winter represents a distinct period of increased roadkill risk across the focal species relative to other seasons. Seasonal patterns vary among species: Tasmanian devil records were strongly summer-weighted; eastern barred bandicoot showed a winter-weighted pattern; and spotted-tailed quoll records indicate that both autumn and winter are relevant. Records for eastern quoll, grey goshawk and Tasmanian wedge-tailed eagle were too limited to support reliable seasonal inference.

The historical dataset is opportunistic and is not standardised for survey effort, traffic exposure, road length, detectability, carcass persistence or observer activity. A comprehensive duplicate-record assessment was not undertaken, and the classification includes potential roadkill records for which vehicle strike was not confirmed. The analysis therefore does not demonstrate survey coverage equivalent to structured weekly monitoring and should not be interpreted as a route-specific or effort-corrected baseline.

When considered with the January to April 2026 baseline survey, the analysis does not identify a general winter-specific pattern that would materially change the overall seasonal risk characterisation. On this basis, a separate winter baseline survey is unlikely to provide substantial additional information for the Roadkill Management Plan.

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The monitoring and adaptive-management framework established under Condition 30 and the Roadkill Management Plan provides an appropriate mechanism for managing residual uncertainty and responding to any change in roadkill incidence during construction. Weekly monitoring of active construction transport routes, rolling comparison with baseline conditions, incident reporting, verification of control implementation and adaptive management provide a mechanism for identifying and responding to any emerging seasonal, spatial or species-specific pattern during construction.

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# Appendix B

## Roadkill Survey Results

| Survey # | Date | Location | Weather | Fire Conditions | Roadkill Found | Road Name | Easting | Northing | Location on road | Sex | Age | Adjacent Habitat | Photo Ref. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Survey 1 | 12 Jan 26 | Burnie - Ulverstone | Mostly sunny | Moderate | Nil | | | | | | | | |
| | 13 Jan 26 | Ulverstone - Deloraine | Partly cloudy | Moderate | 1x devil | Bridle Track Rd | 455994 | 5416645 | R | UK | SA | mix of agricultural land, and plantation forestry and wet vim forest | 1, 2 |
| | 14 Jan 26 | Deloraine - Launceston | Mostly sunny | Moderate | | | | | | | | | |
| Survey 2 | 19 Jan 26 | Burnie - Ulverstone | Partly cloudy | Moderate | | | | | | | | | |
| | 20 Jan 26 | Ulverstone - Deloraine | Mostly sunny | Moderate | | | | | | | | | |
| | 21 Jan 26 | Deloraine - Launceston | Sunny | Moderate | | | | | | | | | |
| Survey 3 | 27 Jan 26 | Burnie - Ulverstone | Partly Cloudy | Moderate | Nil | | | | | | | | |
| | 28 Jan 26 | Ulverstone - Deloraine | Mostly Sunny, Hazy | Moderate | 2x Devil | Railton Rd, Osmaston Rd | 461103, 476364 | 5411622, 5399614 | L, R | UK for both | SA for both | ag land, mix of ag, plantation and damp bushland | 3 and devil 1 |
| | 29 Jan 26 | Deloraine - Launceston | Mostly Sunny, Moderate winds | Moderate/ High | Nil | | | | | | | | |
| Survey 4 | 2 Feb 26 | Burnie - Ulverstone | Partly Cloudy | Moderate | Nil | | | | | | | | |
| | 3 Feb 26 | Ulverstone - Railton | Mostly sunny | Moderate/ High | Nil | | | | | | | | |
| | 4 Feb 26 | Railton - Launceston | Sunny, Windy | High | Nil | | | | | | | | |
| Survey 5 | 9 Feb 26 | Burnie - Ulverstone | Partly Cloudy | Moderate | Nil | | | | | | | | |
| | 10 Feb 26 | Ulverstone - Railton | Partly Cloudy | Moderate | Nil | | | | | | | | |



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| Survey # | Date | Location | Weather | Fire Conditions | Roadkill Found | Road Name | Easting | Northing | Location on road | Sex | Age | Adjacent Habitat | Photo Ref. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 11 Feb 26 | Railton - Launceston | Partly Cloudy | Moderate | Nil | | | | | | | | |
| Survey 6 | 16 Feb 26 | Burnie - Ulverstone | Partly Cloudy, Windy | Moderate | Nil | | | | | | | | |
| | 17 Feb 26 | Ulverstone - Railton | Mostly Cloudy, Windy, Showers developing in the afternoon | Moderate/ High | Nil | | | | | | | | |
| | 18 Feb 26 | Railton - Launceston | Mostly Sunny, Windy | Moderate/ High | 1x Devil | Bridle Track Rd | 451323.962 | 5416853.43 | Centre | Female | SA | natural bushland in close proximity to agriculture | 4 |
| Survey 7 | 23 Feb 26 | Burnie - Ulverstone | Mostly Sunny | Moderate | Nil | | | | | | | | |
| | 24 Feb 26 | Ulverstone - Railton | | Moderate | Nil | | | | | | | | |
| | 25 Feb 26 | Railton - Launceston | Mostly Cloudy, Sunny | Moderate | Nil | | | | | | | | |
| Survey 8 | 10th March 26 | Launceston - Longford | Partly cloudy | Moderate | 1x eastern quoll | Bass Highway | 505825 | 5403256 | L | UK | SA | mix of agricultural land and natural bushland | IMG_5374 |
| | 11 March 26 | Burnie - Devonport | Rainy, wind | Moderate | Nil | | | | | | | | |
| | 12 March 26 | Devonport - Deloraine | Mostly sunny | Moderate | Nil | | | | | | | | |
| Survey 9 | 18 March 26 | Launceston - Deloraine | Mostly sunny | Moderate | Nil | | | | | | | | |
| | 19 March 26 | Burnie - Ulverstone | Partly cloudy | Moderate | Nil | | | | | | | | |



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| Survey # | Date | Location | Weather | Fire Conditions | Roadkill Found | Road Name | Easting | Northing | Location on road | Sex | Age | Adjacent Habitat | Photo Ref. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 20 March 26 | Ulverstone - Deloraine | Partly cloudy, slight wind | Moderate | Nil | | | | | | | | |
| Survey 10 | 25 March 26 | Launceston - Deloraine | Mostly sunny | Moderate | Nil | | | | | | | | |
| | 26 March 26 | Burnie - Ulverstone | Cloudy, slight shower | Moderate | Nil | | | | | | | | |
| | 27 March 26 | Ulverstone - Deloraine | Mostly sunny, slight wind | Moderate | Nil | | | | | | | | |
| Survey 11 | 31 March 26 | Launceston - Railton | Mostly sunny | Moderate | Nil | | | | | | | | |
| | 1sApril 26 | Burnie - Ulverstone | Mostly sunny | Moderate | 1x STQ | Castra Rd | 430809 | 5436660 | L | Male | adult | agricultural land | Quoll_01-04-26(1) |
| | 2 April 26 | Ulverstone - Railton | Partly cloudy | Moderate | Nil | | | | | | | | |
| Survey 12 | 8 April 26 | Launceston - Railton | Partly cloudy | Moderate | Nil | | | | | | | | |
| | 9 April 26 | Burnie - Ulverstone | Rain, windy | Moderate | Nil | | | | | | | | |
| | 10 April 26 | Ulverstone - Railton | Partly cloudy | Moderate | Nil | | | | | | | | |



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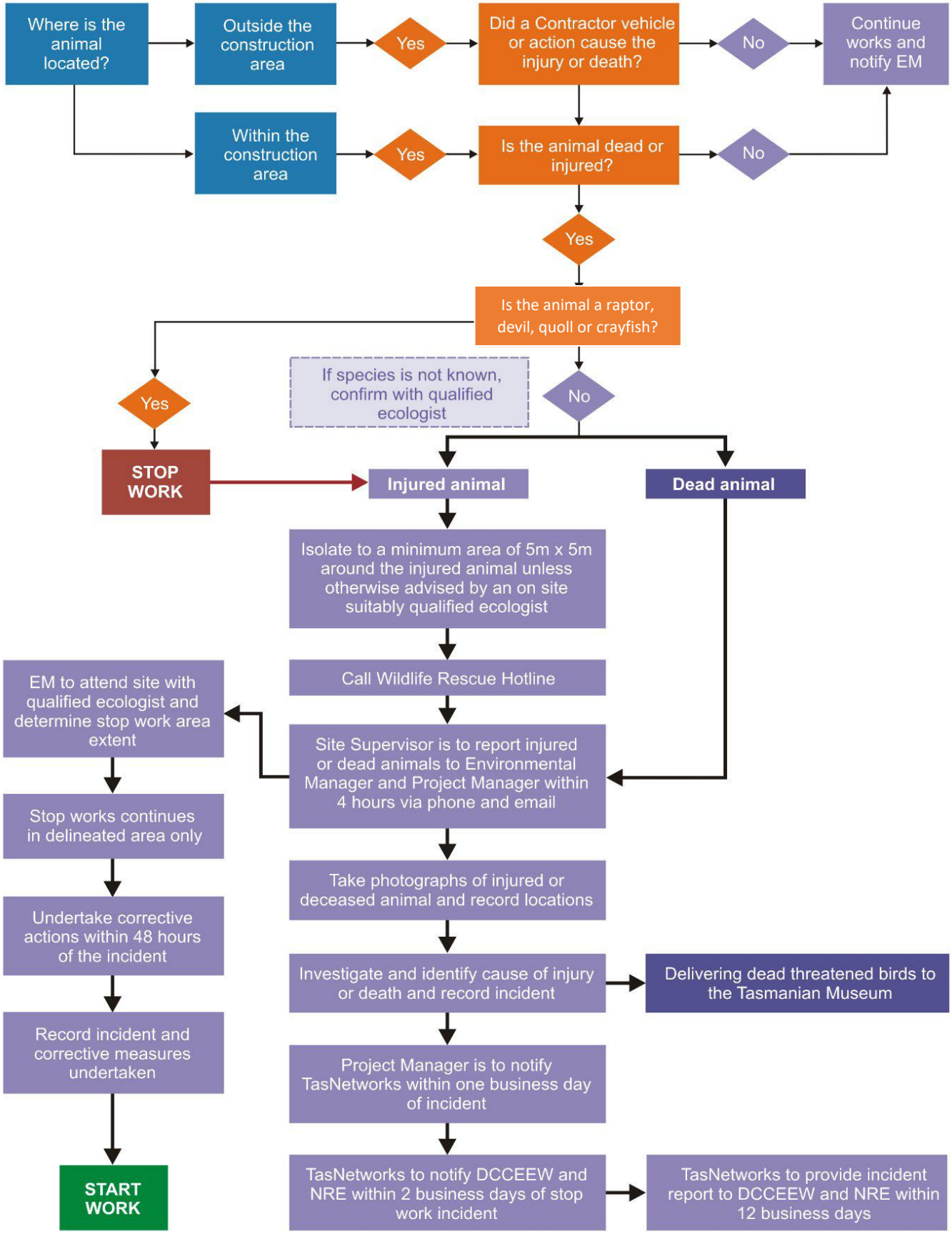
# Appendix B

## Stop Work Protocol: Fauna Injury and Death

## Stop work protocol: Fauna injury and death



# Appendix C

## High Risk Roads

*Appendix C High risk roads under the Roadkill Management Plan[1].*

| Road Name | Section | Category | Roadkill Risk |
|---|---|---|---|
| Tannery Rd | Roundabout with Illawarra Rd to Wellington St | 4 | High |
| Wellington St | Tannery Rd to Marlborough St | 4 | High |
| Marlborough St | Wellington St to Cressy Rd | 4 | High |
| Cressy Rd | Marlborough St to junction of Poatina Rd | 4 | High |
| Poatina Rd | Junction of Cressy Rd to 1 km past junction of Saundridge Rd | 4 | High |
| Saundridge Rd | Junction of Poatina Rd to junction of Blackwood Creek Rd | N/A | High |
| Blackwood Creek Rd | Junction of Saundridge Rd to junction of Liffey Rd | N/A | High |
| Liffey Rd | Junction of Blackwood Creek Rd to junction of Bracknell Rd | N/A | High |
| Bracknell Rd | Junction of Liffey Rd to Maria St | N/A | High |
| Maria St | From Bracknell Rd to Louisa St | N/A | High |
| Louisa St | From Maria St to junction of Elizabeth St | N/A | High |
| Elizabeth St | Junction of Louisa St to Oaks Rd | N/A | High |
| Oaks Rd | Elizabeth St to junction of Bass Hwy | N/A | High |
| Cluan Rd | Junction of Bracknell Rd to junction of Osmaston Rd | N/A | High |
| Osmaston Rd | Mary St to junction of Quamby Brook Rd | N/A | High |
| Mary St | Osmaston Rd to King St | N/A | High |
| King St | Mary St to junction of William St | N/A | High |
| William St | Mary St to Birralee Rd | N/A | High |

[1] Department of State Growth, 2025

| Road Name | Section | Category | Roadkill Risk |
|---|---|---|---|
| Birralee Rd | William St to junction of Bass Hwy | N/A | High |
| Meander Valley Rd | Junction of William St to junction of Bass Hwy east of Deloraine | 5 | High |
| Exton Rd | Junction of Meander Valley Rd to junction of Wynwoods Rd | N/A | High |
| Quamby Brook Rd | Junction of Osmaston Rd to East Barrack St | N/A | High |
| East Barrack St | Quamby Brook Rd to junction of East Pde | N/A | High |
| East Pde | Junction of East Barrack St to junction of Emu Bay Rd | 5 | High |
| Emu Bay Rd | Junction of East Pde and Meander Valley Rd to junction of Bass Hwy | N/A | High |
| West Pde | Junction of Emu Bay Rd to River Rd | N/A | High |
| River Rd | West Pde to 1.7 km NE of Bass Hwy underpass | N/A | High |
| Bengeo Rd | Junction of Bass Hwy to 1.7 km south of Bass Hwy | N/A | High |
| Dunorlan Rd | Junction of Bengeo Rd to junction of Railton Rd | N/A | High |
| Weegena Rd | Junction of Dunorlan Rd to junction of Railton Rd | N/A | High |
| Dylans Bridge Rd | Junction of Weegena Rd to 400 m west of Weegena Rd | N/A | High |
| Brooklyn Rd | Junction of Dunorlan Rd to end of Brooklyn Rd | N/A | High |
| Railton Rd | Junction of Bass Hwy to junction of Foster St | N/A | High |
| Cox Brothers Rd | Junction of Weegena Rd to end of Cox Brothers Rd | N/A | High |
| Bridle Track Rd | Junction of Railton Rd to junction of Sheffield Rd | N/A | High |
| Lower Beulah Rd | Junction of Bridle Track Rd to junction of Hubbards Rd | N/A | High |

| Road Name | Section | Category | Roadkill Risk |
|---|---|---|---|
| Beulah Rd | Junction of Bridle Track Rd to 2.5 km south of Bridle Track Rd | N/A | High |
| Tylers Rd | Junction of Bridle Track Rd to end of Tylers Rd | N/A | High |
| Foster St | Latrobe Rd to Sheffield Rd | N/A | High |
| Latrobe Rd | Foster St to Railton Rd (North of Railton) | N/A | High |
| Railton Rd (North of Railton) | Latrobe Rd to junction of Frogmore Ln | 3 | High |
| Frogmore Ln | Junction of Railton Rd (North of Railton) to Gilbert St | 4 | High |
| Gilbert St | Frogmore Ln to roundabout with Bradshaw St | 4 | High |
| Bradshaw St | Roundabout with Gilbert St to Moriarty Rd | N/A | High |
| Moriarty Rd | Gilbert St to roundabout with Bass Hwy | N/A | High |
| Sheffield Rd | Foster St to junction of West Nook Rd | N/A | High |
| West Nook Rd | Junction of Sheffield Rd to junction of Nook Rd (North) | N/A | High |
| Nook Rd | High St to junction of Randwick Rd | N/A | High |
| Randwick Rd | Junction of Nook Rd to end of Randwick Rd | N/A | High |
| Nook Rd (North) | Junction of West Nook Rd to junction of Sheffield Rd | N/A | High |
| Sheffield Rd | Junction of Mersey Main Rd to junction of Dalwood Rd | 4 | High |
| Mersey Main Rd | Junction of Sheffield Rd to Stony Rise Rd | 3 | High |
| Stony Rise Rd | Mersey Main Rd to junction of Bass Hwy | 3 | High |
| Dalwood Rd | Junction of Sheffield Rd to junction of West Nook Rd | N/A | High |

| Road Name | Section | Category | Roadkill Risk |
|---|---|---|---|
| Lower Barrington Rd | Junction of Sheffield Rd to junction of Lake Paloona Rd | N/A | High |
| Lake Paloona Rd | Junction of Lower Barrington Rd to Paloona Dam Rd | N/A | High |
| Paloona Dam Rd | Lake Paloona Rd to junction of Wilmot Rd | N/A | High |
| Wilmot Rd | Almo River Reserve to junction of Forth Rd | N/A | High |
| Forth Rd | Junction of Wilmot Rd to junction of Leith Rd | 5 | High |
| Leith Rd | Junction of Forth Rd to junction of Bass Hwy | N/A | High |
| Turners Beach Rd | Junction of Bass Hwy to junction of Forth Rd (North) | N/A | High |
| Forth Rd (North) | Junction of Turners Beach Rd to junction of Kindred Rd | 5 | High |
| Kindred Rd | Junction of Forth Rd (North) to junction of Rodmans Rd | N/A | High |
| Riggs Rd | Junction of Geales Rd to junction of Kindred Rd | N/A | High |
| Clerke Plains Rd | Junction of Kindred Rd to junction of Castra Rd | N/A | High |
| Castra Rd | Junction of Clerke Plains Rd to junction of Bass Hwy | N/A | High |
| Edinborough Rd | Junction of Castra Rd to junction of Top Gawler Rd | N/A | High |
| Top Gawler Rd | Junction of Edinborough Rd to junction of Gawler Rd | N/A | High |
| Picketts Rd | Junction of Top Gawler Rd to junction of Castra Rd | N/A | High |
| West Gawler Rd | Junction of Gawler Rd to junction of McKennas Rd | N/A | High |
| McKennas Rd | Junction of West Gawler Rd to end of McKennas Rd | N/A | High |

| Road Name | Section | Category | Roadkill Risk |
|---|---|---|---|
| Gawler Rd | Junction of Bass Hwy to Preston Rd | N/A | High |
| Preston Rd | Gawler Rd to junction of Walkers Rd | N/A | High |
| Mannings Jetty Rd | Junction of Preston Rd to end of Mannings Jetty Rd | N/A | High |
| Walkers Rd | Junction of Mannings Jetty Rd to Preston Rd | N/A | High |
| Lobster Creek Rd | Bridge over Lobster Creek to junction of South Rd | N/A | High |
| Golf Club Rd | Junction of Lobster Creek Rd to 100 m past the River Leven Bridge | N/A | High |
| South Rd | Junction of Bass Hwy at Ulverstone to junction of Dial Rd | N/A | High |
| White Hills Rd | Junction of South Rd to 600 m south of South Rd | N/A | High |
| Dial Rd | Junction of South Rd to 1 km south of junction of Peppermint Dr | N/A | High |
| Sports Complex Ave | Junction of Dial Rd to junction of Ironcliffe Rd | N/A | High |
| Ironcliffe Rd | Junction of Sports Complex Ave to bridge over McBrides Creek | N/A | High |
| Crawford Rd | Junction of Ironcliffe Rd to end of Crawford Rd | N/A | High |
| Montgomery Rd | Junction of Ironcliffe Rd to carpark at end of Montgomery Rd | N/A | High |
| Pine Rd | Junction of Bass Hwy to junction of Bonneys Rd | N/A | High |
| West Pine Rd | Junction of Creamery Rd to junction of Fidlers Rd | N/A | High |
| Nine Mile Rd | Junction of Bass Hwy to junction of Albert Rd | N/A | High |
| Albert Rd | Junction of Nine Mile Rd to junction of Cuprona Rd | N/A | High |
| Cuprona Rd | Junction of River Ave to junction of Sushames Rd | N/A | High |

| Road Name | Section | Category | Roadkill Risk |
|---|---|---|---|
| River Ave | Junction of Cuprona Rd to junction of Bass Hwy | N/A | High |
| Minna Rd | Junction of Bass Hwy to junction of Natone Rd | N/A | High |
| Devonshire Dr | Junction of Minna Rd to junction of Langdale Pl | N/A | High |
| Natone Rd | Junction of Minna Rd to Stowport Rd | N/A | High |
| Stowport Rd | Natone Rd to junction of Bass Hwy | N/A | High |
| Maydena Rd | Junction of Stowport Rd to end of Maydena Rd | N/A | High |
| Fern Glade Rd | Junction of Stowport Rd to junction of Massy-Greene Dr | N/A | High |
| Massy-Greene Dr | Junction of Bass Hwy to junction of Old Surrey Rd | 2 | High |
| Old Surrey Rd | Junction of Massy-Greene Dr to junction of Mount St | 2 | High |
| **Roads Surveyed:** | | | 105 |
| **Roads Classified as High Risk:** | | | 98 |

Level 1 | 63 Abernethy Road, Belmont WA 6104

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