



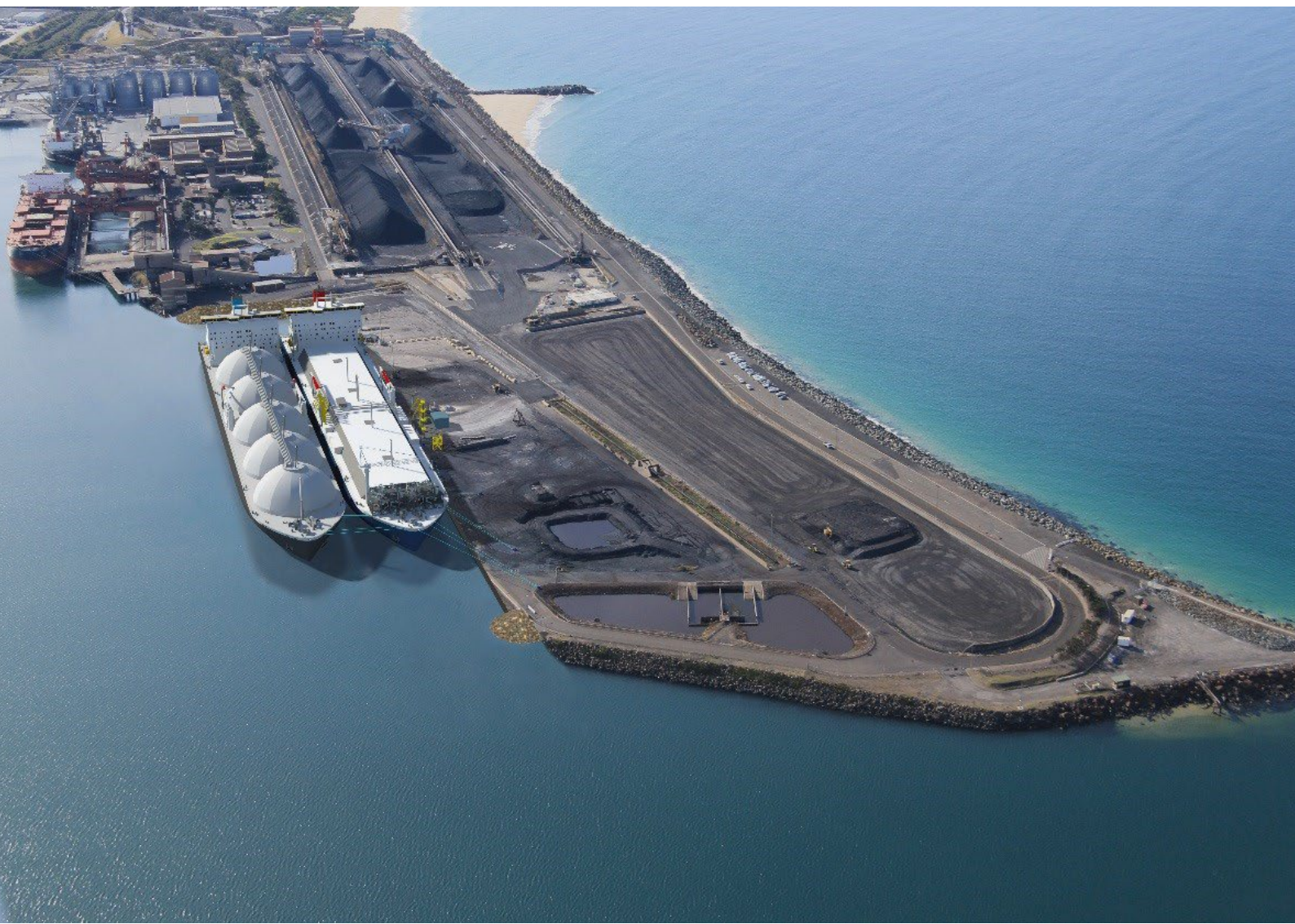
Port Kembla Gas Terminal






Construction Environmental Management Plan – Utility installations

Australian Industrial Energy

08 December 2022

→ **The Power of Commitment**



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GHD Pty Ltd | ABN 39 008 488 373

133 Castlereagh Street, Level 15

Sydney, New South Wales 2000, Australia

T +61 2 9239 7100 | F +61 2 9239 7199 | E sydmail@ghd.com | ghd.com

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1. Introduction

1.1 Overview

Australian Industrial Energy (AIE) is developing the Port Kembla Gas Terminal (the project). The project involves the development of liquefied natural gas (LNG) import terminal at Port Kembla, south of Wollongong in NSW.

The project consists of four key components:

- LNG carrier vessels —transporting LNG from production facilities all around the world to demand centres.
- Floating Storage and Regasification Unit (FSRU) — a cape-class ocean-going vessel, which would be moored at Berth 101 in Port Kembla.
- Berth and wharf facilities — including landside offloading facilities to transfer natural gas from the FSRU into an underground natural gas pipeline located on shore.
- Gas pipeline — a Class 900 carbon steel high-pressure pipeline connection from the berth to the existing gas transmission network.

The project has been declared Critical State Significant Infrastructure (CSSI) in accordance with Section 5.13 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and Schedule 5 of the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP). The project received Infrastructure Approval (SSI 9471) from the then Minister for Planning and Public Spaces on 29 April 2019 and an overview of the approved project is provided on Figure 1.1.

Modification 4 (collectively referred to as MOD 4) has been submitted to the Department of Planning and Environment (DPE) for approval. MOD 4 includes the installation of an 11 kilovolt (kV) transmission cable and telecommunications cable along the length of Seawall Road. A Supplementary Construction Environmental Management Plan (CEMP) (this document) has been developed to address additional environmental risks associated with the 11kV transmission cable and telecommunications cable works.

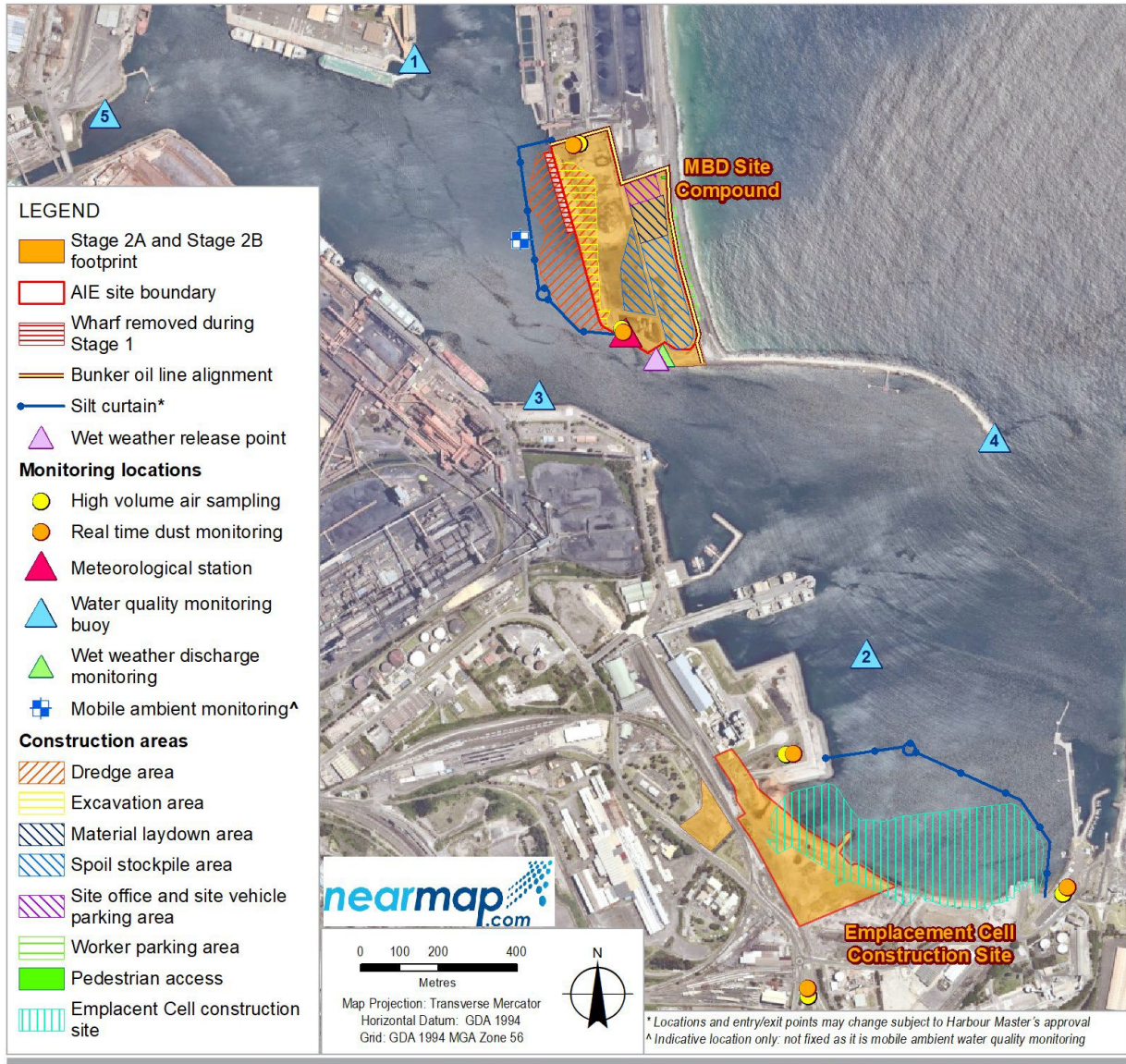
1.2 Construction staging

The project construction scope of work has been divided into three main packages (with associated activities), as outlined in Table 1.1.

Table 1.1 Construction stages/work packages

Stage	Package	Activities
1	Early Enabling Works	Demolition of Berth 101, removal of structures and land based excavation works, and Cone Penetration Testing in the Outer Harbour to inform Emplacement Cell design and relocation of Bunker Oil Pipeline.
2A	Marine Berth Construction – Land Based	Completion of excavation works undertaken during Stage 1. Transport of spoil materials to Emplacement Cell Construction Site.
		Quay wall construction.
		Installation of communications conduit, potable water line, 11kV power cable, and pad-mount substation within the MBD Site Compound.
		Construction of the ORF, which comprises three areas: Wharf Topside Area; Utility Area; and Common Area.
		Pipeline construction and associated ancillary infrastructure within MBD Site Compound
2B	Marine Berth Construction and Dredging – Land and Marine Based	Excavation/dredging of the MBD Site Compound in the Inner Harbour and construction of the Emplacement Cell in the Outer Harbour
		Marine based construction activities including installation of navigational aids and revetment shore protection.

Stage	Package	Activities
3	Pipeline Installation including tie-ins (NGP)	Construction of an 18" onshore natural gas pipeline approximately 6.3km in length from the Berth 101 site boundary to tie-in facility at Cringila for connection to the Eastern Gas Pipeline Pipeline construction to occur concurrently with Jemena, subject to separate set of management plans.



Data source: Aerial imagery - nearmap 2022 (image date 16/04/2018, date extracted 18/02/2019); General topo - NSW LPI DTDB 2017 & 2015; Cadastre - NSW LPI DCDB 2017. Created by: eibbetson

Figure 1.1 Stage 2A and Stage 2B works and location of MBD Site Compound, Emplacement Cell and Emplacement Cell Construction Site

Construction of the project commenced in January 2022. Works are currently underway for Stage 2A and Stage 2B works located at Berth 101 (referred to as the 'Marine Berth Construction and Dredging (MBD) Site Compound') and the Outer Harbour Dredged Spoil Containment Area (referred to as 'OHDSKA' or the Emplacement Cell) (refer to Figure 1.1). Collectively, these locations are referred to as "the site".

Construction of the project is subject to AIE's Environment Protection Licence (EPL) No 21529 and the approved management plans made under Infrastructure Approval SSI 9471:

- Environmental Management Strategy (EMS)
- Spoil Management Plan (SMP), including sub-plans:

- Acid Sulfate Soil Management Plan (ASSMP)
- Water Quality Monitoring Plan (WQMP)
- Contaminated Spoil Protocol (CSP)
- Erosion and Sediment Control Plan (ESCP)
- Dredge and Excavation Management Plan (DEMP)
- Construction Traffic Management Plan (CTMP)
- Emergency Spill Plan
- Flora and Fauna Management Plan (FFMP)
- Noise and Vibration Management Plan (NVMP)
- Air Quality Management Plan (AQMP)
- Heritage Unexpected Finds Protocol (HUFPP).

1.3 Purpose of this report

This Supplementary Construction Environment Management Plan (CEMP) has been prepared as part of the Modification Report submitted to the Department of Planning and Environment (DPE) for approval requesting modification for the following project elements (collectively referred to as MOD 4):

- Minor changes to the gas pipeline alignment, length and operating pressure for connection into the existing Port Kembla Looping Lateral gas network, which forms part of Jemena’s Eastern Gas Pipeline (EGP).
- Mercaptan storage volume increase (from 400 kilograms to 2,400 kilograms).
- Removal of the cold vent initially included in design plans for Berth 101.
- Installation of an 11kV transmission cable and telecommunications cable along the length of Seawall Road.

This Supplementary CEMP has therefore been prepared to address the MOD 4 components that have not been previously addressed under other management plans and that require environmental management during the construction phase (i.e., excluding design related and operational components). The management plans applicable to the MOD 4 components of work are summarised below in Table 1.2.

Table 1.2 Management plans applicable to MOD 4 work components

MOD 4 component	Nature of change	Applicable management plan(s)
Pipeline alignment, length and pressure changes	Design and construction	Stage 3 Management Plans
Mercaptan storage volume increase	Design, construction and operational	Construction covered by Stage 2A/2B Management Plans Operation to be covered by the Operational Environmental Management Plan (OEMP)
Cold vent removal from Berth 101	Design change only	Not applicable to construction phase
Installation of an 11kV transmission cable and telecommunications cable	Design and construction	This Supplementary CEMP in conjunction with the approved Stage 2A and 2B Management Plans

This CEMP applies as a supplement to the activities approved under the Stage 2A and Stage 2B management plans to described how the proposed utility connections along Seawall Road will be managed in accordance with the approved management plan framework for Stage 2A and 2B construction.

The construction contractor may be required to prepare additional, site-specific environmental management documentation, inclusive of procedures, protocols and Safe Work Method Statements (SWMS) compliant with this document.

1.4 Supplementary CEMP objectives

This Supplementary CEMP applies to the installation of an 11kV transmission cable and telecommunications cable (utility installations) along Seawall Road forming an extension to the construction activities undertaken as part of Stage 2A and Stage 2B of the project (refer to Section 1.2). An overview of the utility installations is presented in Figure 1.2. This Supplementary CEMP was developed considering the following guidelines and reports:

- *Guideline for Preparation of Environmental Management Plans* (DIPNR, 2004)
- Port Kembla Gas Terminal Environmental Impact Statement (PKGT EIS) (GHD, 2018)
- Port Kembla Gas Terminal Modification 4 Report (GHD, 2022a)
- Approved project management plans (refer to Section 1.2).

This Supplementary CEMP has been developed to meet the following objectives associated with the utility installations:

- Describe the environmental setting and sensitivities of the site
- Identify the applicable regulatory framework to construction of the works
- Identify the potential environmental impacts associated with construction of the works
- Describe the mitigation measures required to be implemented to manage the potential construction environmental impacts, and where relevant include suitable cross-referencing to the approved Stage 2 and 2B management plans
- Allocate responsibilities for the implementation and management of this Supplementary CEMP
- Identify the monitoring, reporting and review requirements for this Supplementary CEMP.

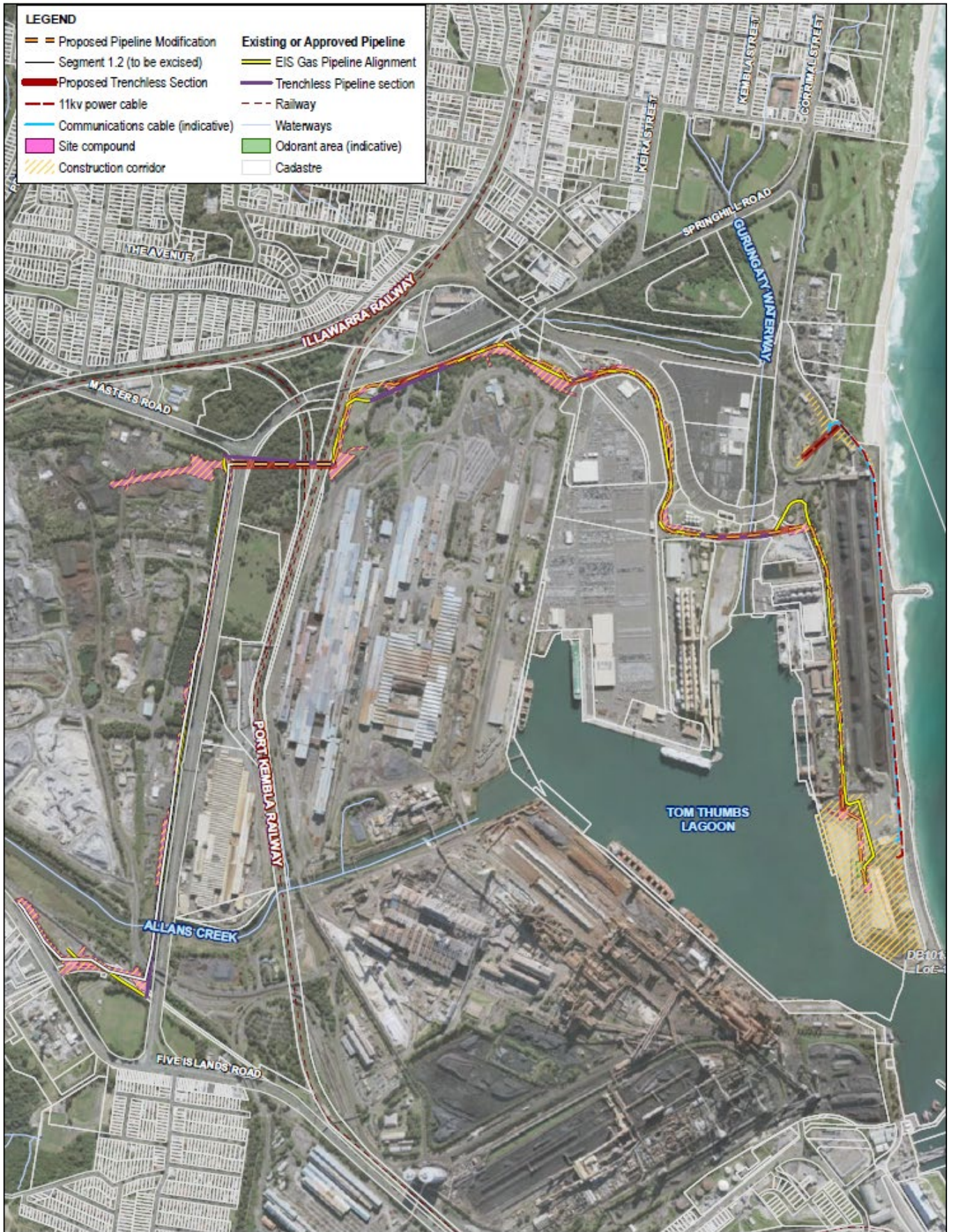


Figure 1.2 Proposed modification overview

2. Utility installation construction works

2.1 Construction works

The methodology for Stage 2A and Stage 2B works are detailed in the project's approved management plans. The utility connections is proposed to be constructed as follows:

- Installation of approximately 1.6 kilometres of an 11kV transmission and communications cable from the AIE lease area, along the western side of Seawall Road.
- The 11kV transmission cable will turn west where Seawall Road ends for connection to the existing Endeavour Energy substation.
- The communications cable will be installed along the same route as the 11kV transmission cable, but running south east to connect to a tie-in point near the intersection of Seawall Road and the Coal Terminal access road.
- Installation will be undertaken via a combination of open trenching to a depth of approximately 1 metre, and HDD beneath existing rail and road infrastructure and other environmental constraints (i.e., trees and other vegetation) to a depth of approximately 5.5 mbgl.
- Where possible, the backfilling of the cable trench will reuse excavated material to the extent practicable. It is noted that specialised backfill material with an appropriate thermal resistivity value will be required to surround the cable, which will result in surplus material being generated. Pavement materials (e.g., base and subbase) will be retained and reused during the reinstatement of trenches or launch and receive pits where possible. Material that cannot be reused during the reinstatement process will be taken to either the MDB Site Compound or the Outer Harbour Emplacement Cell. Subject to waste classification or resource recovery exemption, material may alternatively be taken to an appropriate off-site waste facility for disposal.
- The HDD process will generate a slurry and will therefore be a liquid waste. Liquid waste would be stored on site in containers before being transported to an off-site waste facility.

The location of the utility installations is presented in Figure 2.1.

2.1.1 Plant and equipment

Plant and equipment likely to be used during construction of the utility connections are:

- Excavator
- Trenching machine
- Boring machine
- Compactor / roller
- Trucks

Plant and equipment likely to be used during construction of the project are detailed in the approved management plans, including the DEMP, CTMP and SMP.

2.1.2 Site access

Light and heavy vehicles will access (enter / exit) the MBD Site Compound from the single entry and exit on Seawall Road. Access to Seawall Road is managed by NSW Ports and controlled via security access points on Port Kembla Road and Tom Thumb Road. Seawall Road will be accessed for installation of the utility connections along the majority of the alignment.

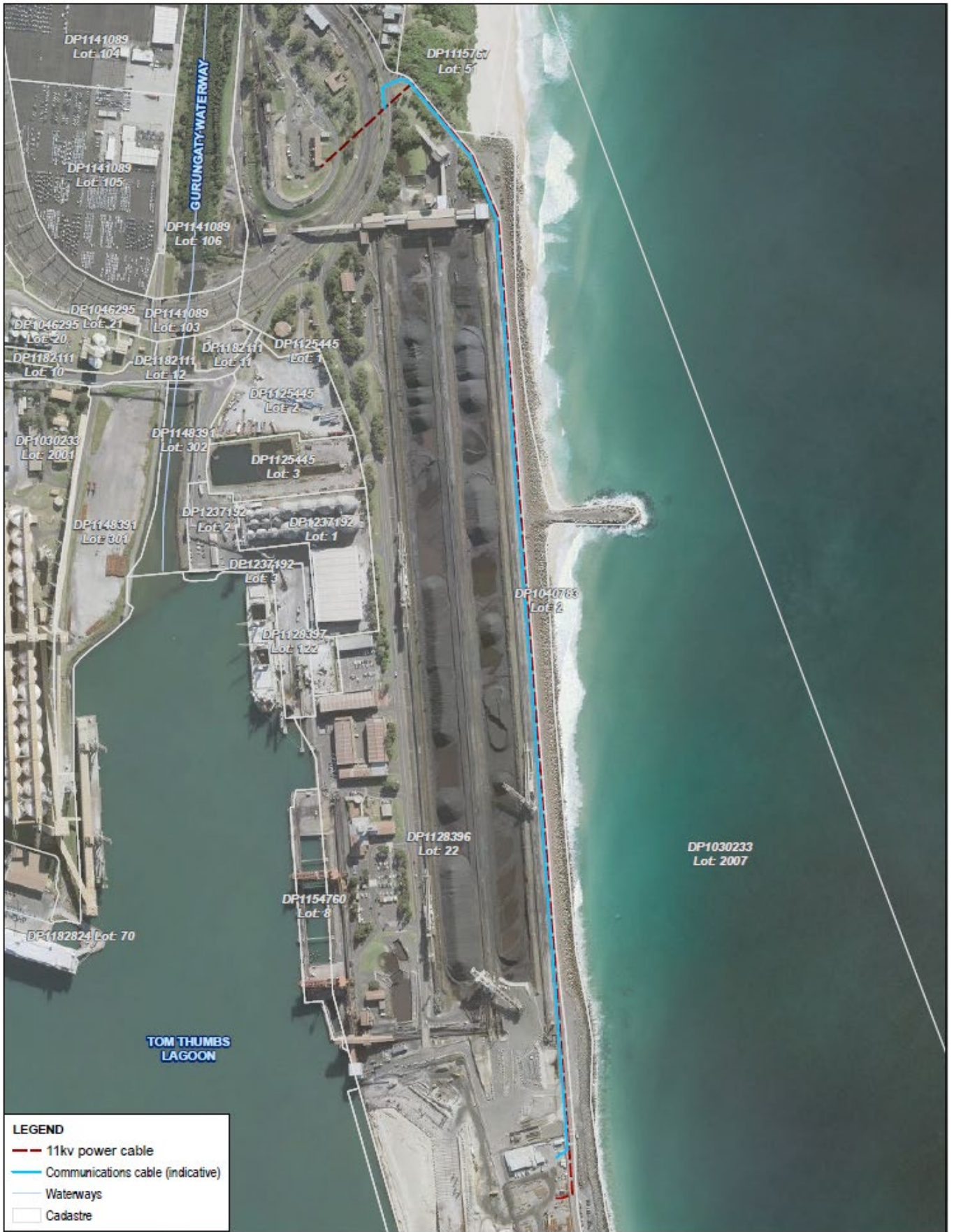


Figure 2.1 Utilities installation overview

2.1.3 Community consultation

AIE is committed to keeping the local community and relevant agencies informed about the development of the Project. The principal external communication objectives are, therefore, to:

- Continue to maintain open communication with relevant stakeholders.
- Minimise environmental impacts.
- Be proactive in addressing any concerns that the community / external stakeholder may express.

AIE will build upon the stakeholder and community engagement phase undertaken during project development including multiple group or one on one briefings. A project website (www.ausindenergy.com) has been developed and provides comprehensive, clear, and accessible information that is updated on a regular basis.

As well as the local Port Kembla and broader community of the Wollongong region, extensive engagement was also undertaken with a range of other interested key stakeholders, such as local commerce organisations, the Port Authority and local and state government.

Consultation with key stakeholders and the wider community on the Project will continue throughout Stage 2A and Stage 2B and subsequent construction phases. Table 2.1 below provides details of the key methods of engagement to be provided on an on-going basis.

Table 2.1 Ongoing community consultation tools

Engagement tool	Description
Community Information Line	1800 789 177, community enquiries number established for the Project.
Company Website	Project website - https://ausindenergy.com Provides extensive FAQs, fact sheets, and project updates. Also provides clear information on alternative ways to seek information: email, 1800 telephone number and/or subscription service.
Website / email enquiries	A dedicated project email has been established for receipt of any enquiries / complaints. A link to the enquiry email (info@ausindenergy.com) can be located on the project website
Subscriber updates	A range of individuals / organisations have recorded their interest in receiving regular email updates on Project developments through the Subscriber feature on the AIE website. These subscribers will receive regular updates around key Project milestones.
Community newsletter	Community newsletters will be prepared, published, and distributed (hardcopy & electronic) to provide an update on key milestones for the Project.
In-person group briefings	Briefing of local business and community groups such as Illawarra Business Chamber & Regional Advisory Council, i3net, Australian Industry Group, Port Kembla Chamber of Commerce, Community Neighbourhood Forums 5 & 7.
NSW EPA	Regular EPA focussed discussion which is aligned with program schedule. Frequency dependent on activity and works.
Department of Planning and Environment (DPE)	Ad hoc.
NSW Ports	Monthly meeting which includes environmental, safety and relevant approval discussions. The meeting also includes a project update and commercial discussions.
PKCT	Ongoing consultation, as required.
CCC briefings	e.g., Port Kembla Harbour Environment Group – meetings organised by group.
1:1 meetings/telephone /discussions/email exchanges	Daily activity, as required.
Media engagement	On-going responsiveness to media enquiries, as well as proactive distribution of key Project developments to local, state and national media.

2.1.4 Duration and working hours

Construction hours for the utility installations will be in accordance with Infrastructure Approval SSI 9471 condition 27, Schedule 3 which includes the following:

Unless the Secretary agrees otherwise, the Proponent may only undertake construction activities on site between:

- a. 7 am to 6 pm Monday to Friday;
- b. 8 am to 1 pm Saturdays; and
- c. at no time on Sundays and NSW public holidays.

The following construction activities may be undertaken outside these hours without the approval of the Secretary:

- a. the delivery of materials as requested by the NSW Police Force or other authorities for safety reasons;
- b. emergency work to avoid the loss of life, property and/or material harm to the environment;
- c. construction works that cause LAeq (15 mins) noise levels that are:
 - no more than 5 dB(A) above the rating background level at any residence in accordance with the Interim Construction Noise Guideline (DECC, 2009); and
 - no more than the noise management levels specified in Table 3 of the Interim Construction noise Guideline (DECC, 2009) at other sensitive land uses; and
 - continuous or impulsive vibration values, measured at the most affected residence, are no more than those for human exposure to vibration, specified in Table 2.2 of *Assessing vibration: a technical guideline* (DEC, 2006); and
 - intermittent vibration values measured at the most affected residence are no more than those for human exposure to vibration, specified in Table 2.4 of *Assessing vibration: a technical guideline* (DEC, 2006); or
- d. where a negotiated agreement has been reached with affected receivers;

Out of Hours Approvals issued by the Secretary of NSW DPE in November 2020, February 2022 and September 2022 to permit out of hours construction for the following activities:

- Quay wall construction at Berth 101 including excavation, bentonite slurry and concrete pours
- Dredging and loading at Berth 101, and disposal to the Outer Harbour
- Underboring at five locations using HDD along the new pipeline route
- Earth moving at the Berth 101 and disposal site.
- Piling activities for the construction of the quay wall at Berth 101.

The utility installations are commensurate with construction activities subject to Out of Hours Approvals and are located approximately 1.23 kilometres from the nearest sensitive residential receivers.

The modification therefore seeks approval for construction activities to be undertaken outside of standard construction hours in accordance with the existing Out of Hours noise approvals for the project.

3. Legislative framework

The *Environmental Planning and Assessment Act 1979* (EP&A Act) provides the statutory basis for planning and environmental assessment in New South Wales. The Minister for Planning, statutory authorities and local councils are responsible for implementing the EP&A Act. The EP&A Act provides the framework for environmental planning and development approvals and includes provisions to ensure that the potential environmental impacts of a development are assessed and considered in the decision-making process.

The project has been declared CSSI in accordance with section 5.13 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and Schedule 5 of the Planning Systems SEPP. The PKGT EIS (GHD, 2018) was prepared to support the development application for determination by the NSW Minister for Planning.

A detailed overview of the applicable legislation for the project and proposed modification are outlined in the PKGT EIS and Modification Report 4.

4. Environmental management

The following section outlines the overarching management arrangements for the project including roles and responsibilities, reporting, records, training, incident management and complaints.

4.1 Roles and responsibilities

All personnel working for AIE, and the Principal Contractor(s) are responsible for:

- Reporting all environmental incidents or near misses to their supervisor.
- Carrying out work duties at all times in an environmentally sensitive and responsible manner.

The responsibilities for key roles involved in the project are outlined in Table 4.1.

Table 4.1 Roles and responsibilities

Role	Responsibilities
AIE Project Director	<ul style="list-style-type: none"> – Responsible for the overall funding and direction of works associated with Stage 2A and Stage 2B. – Ensuring provision of adequate resources to achieve the environmental objectives for the project including ensuring sufficient resourcing for the Environmental Team, Engineering and Construction Teams.
AIE Construction Manager	<ul style="list-style-type: none"> – Proactively stewards the effective implementation of Stage 2A and Stage 2B in accordance with requirements of the Infrastructure Approval (SSI 9471), Environmental Strategy and all related sub-plans. – Demonstrate proactive support for environmental requirements.
AIE HSE Manager	<ul style="list-style-type: none"> – Develop and update of all Health, Safety and Environmental (HSE) Management Strategies and sub-plans. – Ongoing liaison and engagement with government agencies and point of escalation for any environmental incidents. – Identifying environmental issues as they arise and proposing solutions. – Coordinate and facilitate periodic environmental inspections with the key contractors. – Environmental Reporting.
Stage 2A Principal Contractor Project Manager and Stage 2B Principal Contractor Project Manager	<ul style="list-style-type: none"> – On-site project management and control. – Decision-making authority relating to environmental performance of the construction program. – Authority over project construction and site activities in accordance with the EMS and sub-plans. – Ensure relevant training is provided to all project staff prior to commencing individual activities. – Reports to AIE Construction Manager on environmental matters. – Ensures appropriate Contractor resources are allocated to implement the environmental requirements. – Responsible for planning and scheduling of construction, and to ensure operations are conducted in accordance with statutory requirements and the EMS and sub-plans. – Monitors performance against environmental Key Performance Indicators (KPIs). – Ensures that all environmental objectives associated with the project are achieved. – Day-to-day decision-making authority relating to environmental performance of construction activities and direct site activities and construction. – To provide resources to ensure environmental compliance and continuous improvement. – Ensure all personnel are aware of any changes to EMS and sub-plans and improved procedures. – Ensure the EMS and sub-plans are implemented for the duration of Stage 2A and Stage 2B.

Role	Responsibilities
Stage 2A Principal Contractor Construction Foreman and Stage 2B Principal Contractor Construction Foreman	<ul style="list-style-type: none"> – Implement requirements contained in the EMS and sub-plans, work procedures and standard drawings. – Maintaining open and transparent communication with other project discipline managers and other areas of the project. – Reporting of hazards and incidents and implementing any rectification measures. – Ensures appropriate contractor resources are allocated. – Orders STOP WORK for any environmental breaches and reports incidents to the Project Manager. – Ensure the EMS and sub-plans are implemented for the duration of Stage 2A and Stage 2B.
Stage 2A Principal Contractor Environmental Representative and Stage 2B Principal Contractor Environmental Representative	<ul style="list-style-type: none"> – Delivers environmentally focussed toolbox talks and provides applicable site inductions. – Provides environmental advice, assistance, and direction to Project Manager to ensure construction activities are conducted in accordance with regulatory legislation and the EMS and sub-plans. – Participate and cooperate with AIE HSE Manager with regards to undertaking of joint periodic environmental site inspections. – Coordinate / undertake wet-weather inspections as per EPL No.21529 and report accordingly to the AIE HSE Manager. – Develop strong working relationships with the AIE team and Consultants. – Ensure environmental risks are appropriately identified, communicated, and effectively managed. – Ensure communication of relevant environmental information to project personnel. – Provide specialist advice and input as required. – Ensure construction manager, superintendents and field supervisors fully understand the environmental constraints and how construction practices must ensure any such constraints are considered and mitigated against during construction. – Orders STOP WORK for any environmental breaches and immediately reports incidents to Principal Contractor Project Manager and AIE HSE Manager.
Independent Discipline Engineering Consultants	<ul style="list-style-type: none"> – Certify the design and that the works have been completed in accordance with the design.
AIE Environmental Representative and AIE Environmental Contractor	<ul style="list-style-type: none"> – Develop strong working relationships with the Principal Contractor Team and Consultants. – Ensure environmental risks are appropriately identified, communicated, and effectively managed. – Instruct and advise management team on compliance issues. – Provide specialist advice and input as required. – Co-ordinate internal audits of the EMS and sub-plans. – Conduct audit review as required. – Reports on the performance of the EMS and sub-plans, and recommends changes or improvements to Project Manager. – Orders STOP WORK for any environmental breaches and immediately reports incidents to the AIE Construction Manager and AIE HSE Manager. – Conducts investigation and response to environmental complaints and inquiries, where required. – Undertake all required environmental monitoring for this phase of the Project.
Subcontractors and construction personnel	<ul style="list-style-type: none"> – Undertake an environmental induction prior to accessing to site. – Comply with legislative requirements. – Participate in inspections and audits. – Follow environmental procedures. – Report all environmental incidents and hazards. – Introduce environmental topics to prestart meetings. – Ensure that all relevant permits and clearances are in place prior to commencing work.

4.2 Monitoring, inspections and auditing

4.2.1 Reporting and monitoring

Environmental reporting and monitoring and audit requirements for the project are undertaken in accordance with the approved management plans (refer to Section 1.2) and AIE's EPL No 21529.

4.2.2 Environmental inspections and auditing

4.2.2.1 Environmental inspections

As a minimum, the AIE HSE Manager (or nominated delegate) will undertake periodic inspection of the work sites with the relevant Principal Contractor's environmental personnel (Environmental Representative or similar) to evaluate the effectiveness of environmental controls (inclusive of erosion and sediment control measures) and general compliance with the implementation of the EMS (and associated sub-plans) for site-based activities.

In addition to the joint periodic environmental site inspection with AIE, the Principal Contractors will be required to undertake daily site environmental inspections, targeting key environmental risks commensurate with the activity being undertaken. The daily environmental site inspection will be documented on a checklist or similar to be prepared and completed by the Principal Contractors.

In accordance with Condition O4.4 of the EPL No 21529, the Contractor will undertake wet-weather inspections daily during periods of rainfall and within 24 hours of cessation of a rainfall event causing runoff to occur on or from the premises (based on site observation, this equates to 10 millimetres of rainfall in a 24-hour period).

Daily inspections of water pollution controls for the project will be undertaken in accordance with Condition M.10.1 of the EPL No 21529 and recorded. Records will include the date and time of inspection, location of dredging operations and conditions of silt curtains and other water pollution controls. Records will be produced to an EPA authorised officer on request.

The Principal Contractor(s) must record all such inspections including observations and works undertaken to repair and/or maintain erosion and sediment controls.

4.2.2.2 Auditing

Environmental audits will be undertaken in accordance with Section 8.3 of the approved Stage 2A and 2B EMS. The audit scope where applicable, will be broadened to include the works covered by the utility installation works.

4.3 Environmental training

All personnel working on the site, including sub-contractors, shall be competent to conduct their work without harm to people, environment or assets. Personnel shall complete all necessary site training and induction requirements before commencing work on site.

Communication on environmental issues within the project team will be maintained, as a minimum, through the following forums (organiser as noted):

- Weekly project construction team meetings (AIE Construction Manager or delegate).
- Periodic Environmental management team meetings with relevant contractors (AIE HSE Manager or Delegate).
- Toolbox talks and daily pre-start briefings (Principal Contractor Project Manager or delegate).
- Minutes of formal meetings will be taken and distributed to record issues raised and actions required, with action status established at subsequent meetings.
- Monthly review of the internal AIE Environmental Compliance Tracking register (AIE HSE Manager or delegate).

All internal meetings include appropriate documentation in the form of agenda and formal distribution via the project's document system.

In addition to the above, the AIE Environment Team will undertake informal planning sessions and resource review meetings to plan and forecast for upcoming key construction dates, critical issues and other relevant matters associated with environmental planning and approvals.

4.4 Incident management and emergency response

Incident management and emergency response are detailed in the approved management plans. A summary is provided in the sections below.

4.4.1 Incident management

All incidents including those of the Principal Contractors, its subcontractors, and visitors that occur during the undertaking of the construction works for the Project will be managed to satisfy the requirements of AIE's Incident Reporting and Investigation System Requirements. Whilst it is noted that key Contractors will be implementing their own environmental management system procedures and processes, AIE will be responsible for ensuring that these systems and processes satisfy the requirements of the AIE EMS, including the incident management components. The Contractor will be responsible for providing all necessary documentation with regards to the incident investigation and close-out actions where required. The timing of the provision of this documentation is to align with the AIE requirements.

The AIE HSE Manager must be notified immediately of any environmental incident or near miss. These may include, but are not limited to the following:

- Exceedance of monitoring criteria as required under the Project EPL (EPL No. 21529) (refer to the individual Sub-plans for specific criteria and incident reporting requirements for individual environmental aspect such as air quality, water quality, traffic management, waste and resource management and noise and vibration management).
- Spill of any dangerous goods or hazardous substance to ground or water.
- Substantiated complaints received from members of the community or regulatory authorities.
- Regulatory breaches such as fines, prosecutions, improvement notices, breaches of licence conditions.
- All incidents of third-party property damage or loss.
- Incidents involving impact or potential damage to items or places of cultural heritage significance.
- Land-based off-site sediment loss to the environment, including sediment tracking onto the roadway.

In the event of a Notifiable Incident as defined under the *Protection of the Environment Operations Act 1997* (POEO Act), AIE is responsible for immediately notifying the EPA, and any other relevant authority, of pollution incidents on or around the site via the EPA Environment Line (telephone 131 555) in accordance with Part 5.7 of the POEO Act. The circumstances where this will take place include:

- *If the actual or potential harm to the health or safety of human beings or ecosystems is not trivial.*
- *If actual or potential loss or property damage (including clean-up costs) associated with an environmental incident exceeds \$10,000.*

Follow-up written notification to the EPA and any other relevant authorities will be required in accordance with the POEO Act and requirements of the EPA. This includes the provision of written details of the notification to the EPA within 7 days of the date on which the incident occurred.

All notifiable incidents will also be managed, documented, and reported in accordance with the AIE *Incident Reporting and Investigation System Requirement*.

4.4.2 Emergency response

Actual or potential emergency situations will vary in type and severity. The required level of response and notification will be at the discretion of the AIE Construction Manager in consultation with the AIE HSE Manager.

Any emergency situation may require only isolated containment and control or may require the complete evacuation of the site and notification of relevant emergency services. Consideration should be made of the response requirements for different situations. If at any time there is uncertainty on how to proceed, response

should be for the worst possible scenario. Ultimately, the AIE Construction Manager or representative has authority and responsibility to instigate an evacuation if he/she feels it is warranted.

In the event of an emergency, the following plans listed in Table 4.2 shall be consulted and implemented, as relevant.

Table 4.2 *Emergency plans*

Plan	Reference	Application
Principal Contractor Local Emergency Response Plan	-	Principal Contractor's emergency response plan implemented in the event of any incident occurring during a Project activity as per the Contractor's policies and management framework.
AIE Port Kembla Gas Terminal Emergency Spill Plan	PKGT-AIE-PRO-039	Developed as a sub-plan to the EMS to be implemented detailing: <ul style="list-style-type: none"> – Response plans in the event of land or water-based spill events. – Inspections, notification, and incident management requirements in accordance with the Infrastructure Approval (SSI 9471) and EPL No 21529 in relation to spills.
PIRMP	PKGT-AIE-PRO-007	Implemented immediately in the event of a pollution incident occurring during a Project activity. The PIRMP: <ul style="list-style-type: none"> – Outlines the actions to be taken during or immediately after a pollution incident. – Lists details of relevant authorities to be notified, as required. – Outlines community and neighbour notification details, as required.
AIE Emergency Management Procedures	PKGT-AIE-PRO-014	Implemented immediately in the event of any emergency incident occurring during the Project. Procedures include: <ul style="list-style-type: none"> – Types of emergencies and the detailed steps to be taken in response. – Notification details to relevant authorities and AIE Project team. – Incident response to follow up from incident and preventative actions to be implemented, if applicable.

4.5 Complaints

All complaints, where a third party has identified a construction activity as being unsatisfactory or unacceptable, will be dealt with promptly and efficiently in accordance with the complaint and dispute response flow chart shown in Figure 4.1.

AIE will operate a free 24-hour Community Information Line (1800 789 177) where members of the community can leave details about an inquiry, they may have regarding construction activities and this message will be passed on to site personnel and/or the Stakeholder Engagement Team, as appropriate. The phone number is listed on the AIE website (<https://ausindenergy.com/contact-us/>) and will be provided on all community newsletters. The AIE HSE Manager has notified the Port Kembla Harbour Environment Group of the Community Information Line.

In addition, a dedicated project email has been established (info@squadronenergy.com) for receipt of any enquiries / complaints with a link provided on the AIE website.

Initial responses to complaints will be provided within 24 hours of the complaint being received. As part of the response, a review of the activity will be undertaken. If required and possible, immediate changes will be made to reduce any impact on the community. In some cases, the issues cannot be resolved immediately, ongoing actions might be required to resolve the issue.

All complaints will be recorded in a Complaints and Disputes Register. The following information will be recorded for each complaint:

1. The date and time of the complaint.
2. The method by which the complaint was made.
3. Any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect.
4. The nature of the complaint.
5. The action taken by the licensee in relation to the complaint, including any follow-up contact with the complainant.
6. If no action was taken by the licensee, the reasons why no action was taken.

The Complaints and Disputes Register will be maintained by the Project's HSE Manager or delegate, and will detail what the issue was, initial response provided, how and when the issue was resolved, and by whom. Records will be kept for at least four years after the complaint was made and will be produced on request by any authorised officer of the EPA.

Where resolving a complaint with a third party is protracted or develops into a dispute, the AIE HSE Manager shall escalate proactively to Senior Project Leadership (e.g., AIE Project Manager and/or Project Director) to assist with resolution. AIE will work proactively with the complainant to resolve the dispute including having face to face meetings, site familiarisation sessions and agreeing on actions to resolve the dispute. All communications and agreed actions shall be documented.

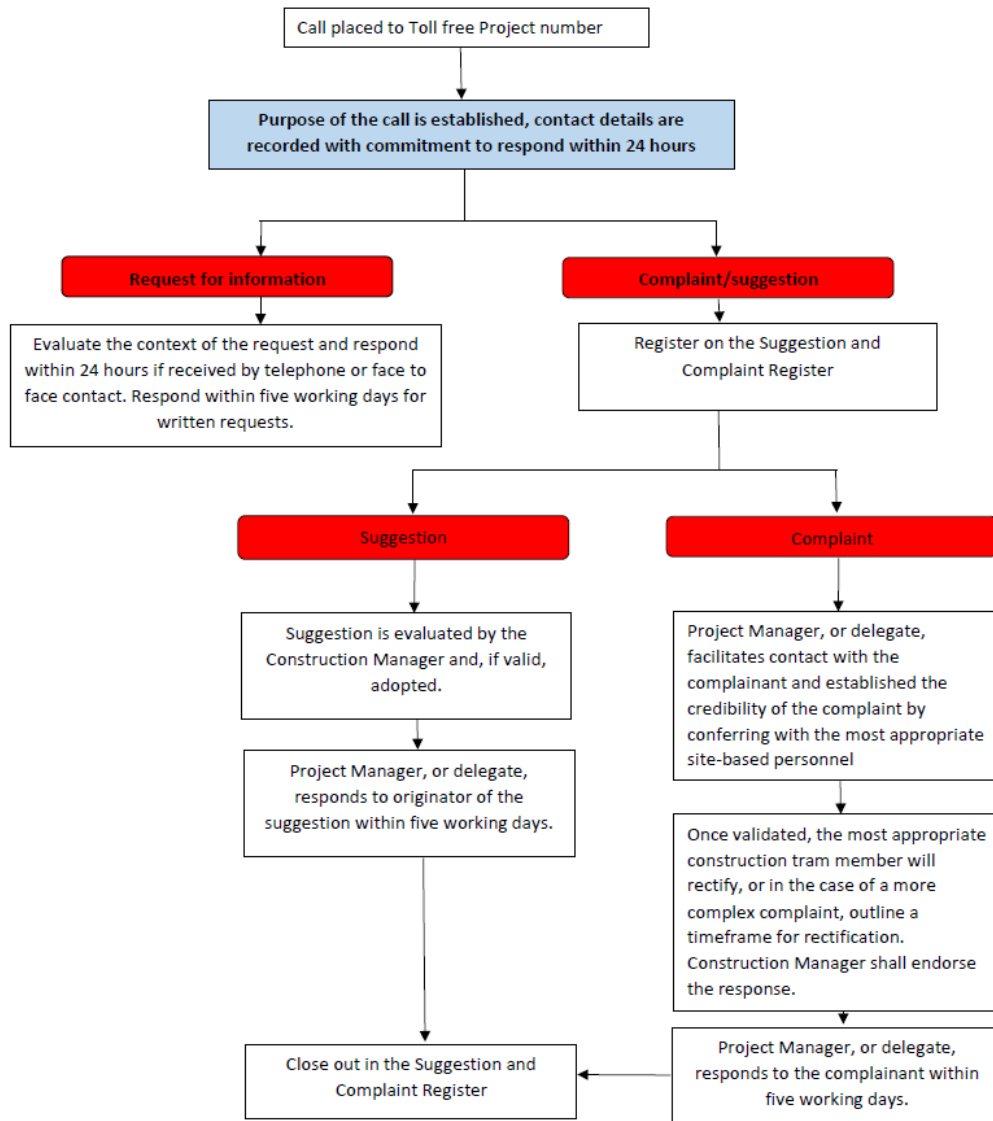


Figure 4.1 Complaint and dispute response flow chart

5. Mitigation measures

The following section outlines identified environmental risks and measures to mitigate impacts on the environment from the utility installation works in addition to those already identified in the approved Stage 2A and 2B management plans. All environmental risks (aspects and impacts) and associated mitigation measures and controls as detailed in this Supplementary CEMP are to be considered and implemented in conjunction with the approved Stage 2A and 2B management plans.

5.1 Risk assessment

The Port Kembla Modification 4 report assessed risks associated with the utility installation works which identified the following potential environmental impacts:

- Soils and contamination
- Traffic and transport
- Noise and vibration
- Air quality.

Further details for the above impacts, including appropriate mitigation measures and controls are included in the following sections.

5.2 Soils and contamination

5.2.1 Overview

The proposed installation of an 11kV and communications cable will be undertaken within Seawall Road, which is mainly used for the delivery, storage and processing of coal by PKCT. Pacific National operate the Inner Harbour Balloon Loop railway corridor, which is used to receive the delivery of coal and grain.

The site forms part of a heavy industrialised area of Port Kembla and has been subject to extensive filling with blast furnace slag (a waste product from the steel making process) from the Port Kembla Steelworks, and some coalwash. Some areas of the site, in particular the southern parts of the proposed trench section, were reclaimed with sand dredged from the Inner Harbour in the 1960's.

A contamination assessment (GHD, 2022b) was undertaken where the utility cable will be installed. No exceedances of the adopted assessment criteria were reported in samples tested for the contaminants of potential concern (COPCs) identified. Results were generally consistent with field observations and PID readings which were typically less than 4 ppm. At one borehole location at the northern point of the utility cable installation, a weak effluent odour was noted at 5.5 metres below ground level (mbgl), and weak to very weak sulphur dioxide odour was noted between 8.7 m and 10 mbgl. No other odours or evidence of contamination such as asbestos containing materials (ACM) or staining were observed during fieldwork. Although ACM was not observed, boreholes only provide a one-dimensional view of the soil profile, and therefore it cannot be precluded that ACM may exist within fill units.

Management limits for total recoverable hydrocarbons (TRH) fractions were not exceeded, indicating that the detectable concentrations of TRH are unlikely to adversely affect the integrity of the utility connections cable. Although there were no reported exceedances of the human health assessment criteria and management limits, the site passes through areas that have been used for heavy industrial purposes for almost 60 years and could have contamination; therefore, it cannot be precluded that contamination exists in other parts of the proposed utility connections cable route alignment.

The ASS Risk Map (DLWC, 1997) indicates Berth 101 is mapped in an area of disturbed terrain at elevations 2-4 m Australian Height Datum (AHD) and >4 m AHD (shown in grey shading) in Figure 5.1 below. Estuarine sediments exist within the Inner Harbour and Gurungaty Waterway and are mapped as high probability of ASS (pink shading). The yellow shaded area immediately north-east of the site has been identified by the ASS Risk Map as a beach deposit but has no known occurrence of ASS.

For the trench section of the cable route alignment, ASS were encountered at 1.6 m bgl within the southern portion of the trench section; therefore unlikely to be encountered as the proposed maximum trench depth is 1 m bgl. ASS laboratory results indicate that ASS are likely to be encountered in the HDD section of the cable route alignment. Based on the depth of groundwater and HDD design, groundwater will also be intercepted during HDD activities.

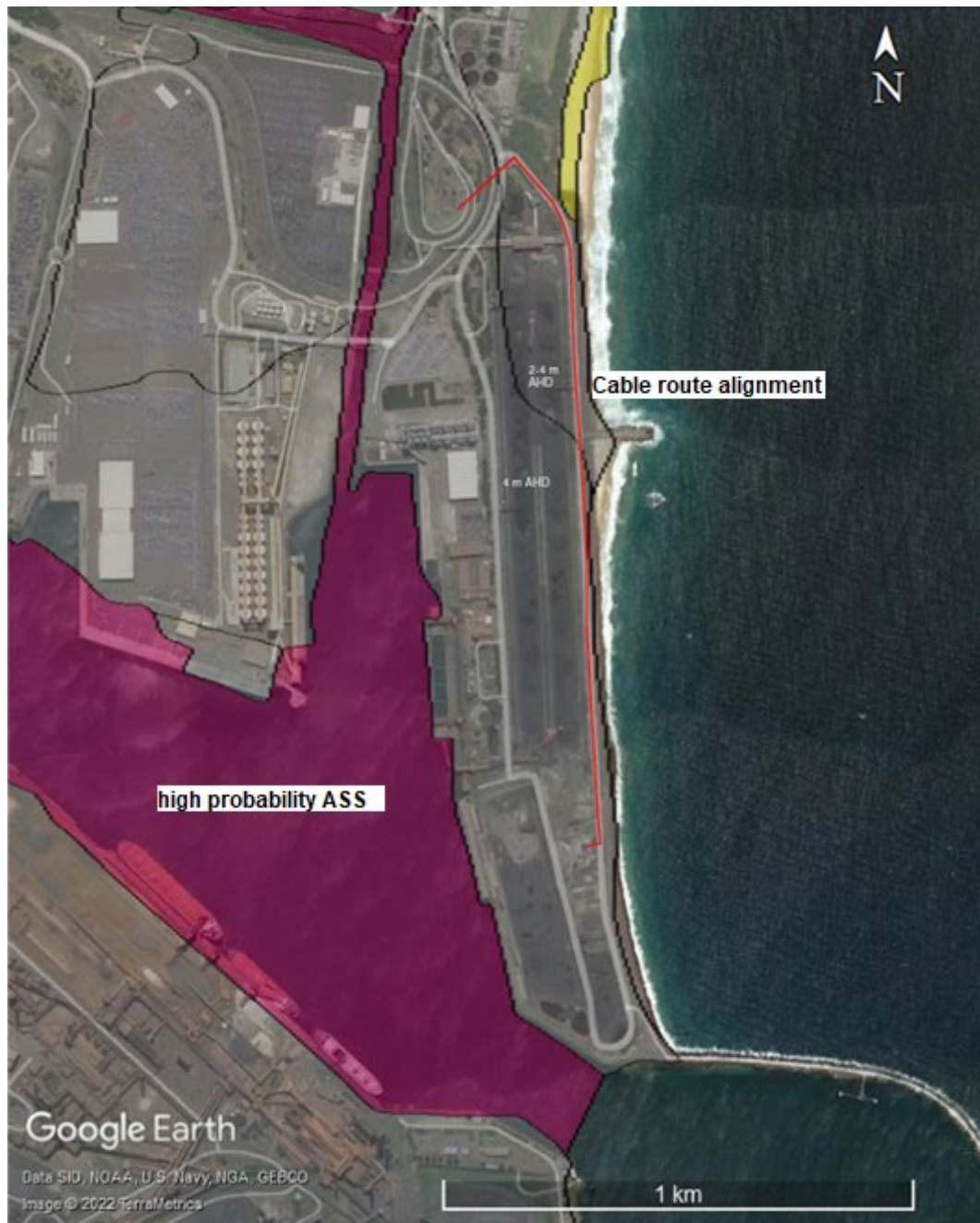


Figure 5.1 ASS risk map (DLWC, 1997)

5.2.2 Objectives

The objectives with respect to soils and contamination are as follows:

- Negative impacts from potential contamination and ASS are avoided and minimised
- Impacts from soil and contamination issues are remediated to minimise environmental harm
- Ensure that any contaminated waste is managed in accordance with EPA requirements
- Manage waste using the principles of avoidance and minimisation and following the waste management hierarchy.

5.2.3 Mitigation measures

Table 5.1 Soils and contamination mitigation measures

Actions	Relevant Stage 2A and 2B sub plan	Responsibility
The Unexpected Finds Protocol (UFP) outlined in the Stage 2A and Stage 2B Remedial Works Plan (RWP) and CSP will be implemented in conjunction with the contingency measures outlined in Section 8.6 and Table 8.4 of the SMP to manage the occurrence of potential contamination, buried waste, demolition waste, ACM etc. which may be encountered during the utility installation works.	UFP CSP SMP	Contractor
Backfilling of the utility trench will reuse excavated material where suitable. Where specialised backfill material is required (e.g. backfill requiring an appropriate thermal resistivity value), backfill will comply with the requirements outlined in Section 7.4.2 of the SMP.	SMP	Contractor
Any surplus material not used in backfill is to be taken to the MBD Compound Site or the Outer Harbour Emplacement Cell via road or barge. This may include excavated material from the trench.	SMP	Contractor
Any liquid waste (e.g., drill muds/slurry) generated by the HDD process must be disposed off-site to an appropriately licensed waste facility and disposed in accordance with the EPA's Waste Classification Guidelines (NSW EPA 2014).	SMP	Contractor
All handling of material associated with trenching, HDD, backfill or disposal activities will be documented in accordance with the Material Tracking Control requirements outlined in Section 7.4.3 of the SMP and Section 8.2 of the Stage 2A ASSMP.	SMP ASSMP	Contractor
Segregation of materials for re-use on-site shall be in accordance with the methodology outlined in Section 8.2 and Table 8.1 of the SMP, and Section 7.3.5 of the CSP.	SMP CSP	Contractor
Stockpiling of materials shall be in accordance with Section 8.4 of the Stage 2A and Stage 2B SMP, AQMP and ESCP.	SMP	Contractor
Management measures outlined in the approved Stage 2A ASSMP will be implemented to manage the occurrence of ASS/PASS which may be encountered during HDD construction activities.	ASSMP	Contractor
ASS/ PASS material will be identified in accordance with Section 8 of the Stage 2A ASSMP.	ASSMP	Contractor
Any ASS/ PASS encountered during the HDD activities will be treated on site in accordance with section 9 of the Stage 2A ASSMP or disposed off-site to an appropriately licensed waste facility and disposed in accordance with the EPA's Waste Classification Guidelines (NSW EPA 2014).	ASSMP	Contractor
Management measures outlined in the approved Stage 2A and Stage 2B ESCP will be implemented throughout construction.	ESCP	Contractor
A Progressive ESCP (PESCP) will be prepared in accordance with the Blue Book Section 7 of the Stage 2A and Stage 2B ESCP and updated throughout construction, so it remains relevant to the activities	ESCP	Contractor
Utilities will be installed in accordance with the International Erosion Control Association (IECA) practices for pipelines included in Section 7.2.4 of the Stage 2A and Stage 2B ESCP.	ESCP	Contractor
Sediment and erosion control devices would be installed within and/or around the site to minimise transport of sediment to the stormwater system. Any damage to erosion and sediment controls will be rectified immediately.	Activity-specific ESCP Inspection record	Construction manager Contractor
Standard dust control measures will be implemented on site for both open earthworks and stockpiles, where required (i.e., during high	Activity-specific ESCP Inspection record	Construction manager Contractor

Actions	Relevant Stage 2A and 2B sub plan	Responsibility
wind day). Measures may include the regular use of a watercart and/or water spray equipment.		
Any material that is required to be transported for off-site disposal will be done so in accordance with the conditions of the Infrastructure Approval (SSI 9471), the CTMP and Section 8.3 of the SMP.	CTMP SMP	Construction manager Contractor

5.3 Traffic and transport

5.3.1 Overview

The utility installations are proposed to be installed along the western boundary of Seawall Road. Seawall Road is located within the NSW Ports lease boundary and is part of the NSW Ports' road network, as presented in Figure 5.2.

Seawall Road has previously been publicly accessible; however, it is currently closed to the public. Access is controlled via security access points on Port Kembla Road and Tom Thumb Road and Berth 101 is restricted to authorised personnel only. Partial road closures of Seawall Road will be required for the installation of the utility installations; however, this will not impact on the general public's access to Berth 101 as this is currently restricted. Neighbouring tenants within the NSW Ports lease boundary may be impacted by the works which will be addressed when obtaining consent from NSW Ports for the works as per Direction 3 (NSW Ports, 2021).

NSW Ports utilise Direction 3 of 2021 which prohibits any person from undertaking any works within the port lease boundary, including roads, without the written consent of NSW Ports. Notification to NSW Ports at least seven days to the commencement of the utility connection cable works is required.



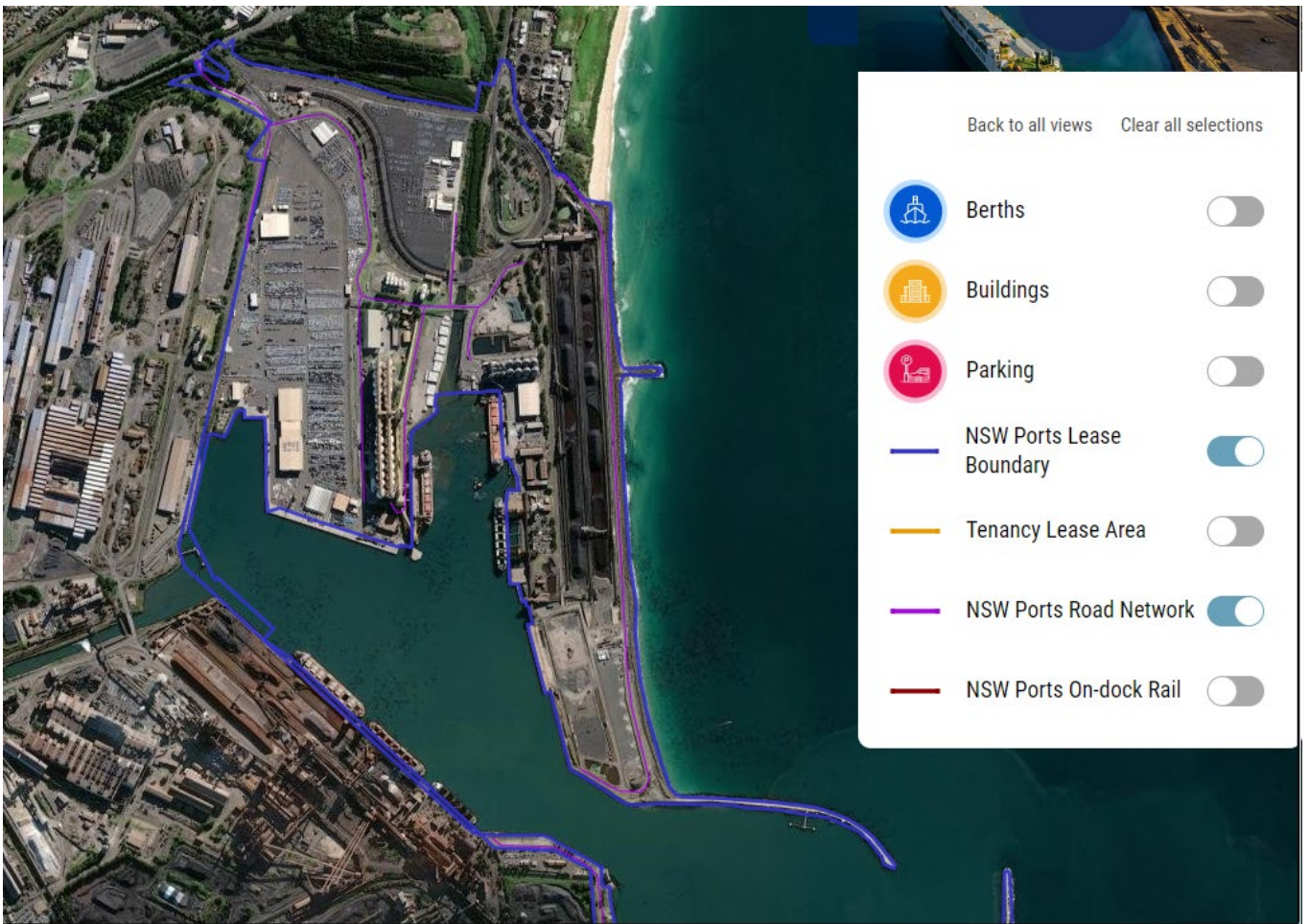


Figure 5.2 NSW Ports road network and lease boundary (source: NSW Ports, 2022)

5.3.2 Objectives

The objectives with respect to traffic and access are as follows:

- Minimise disruption and disturbance to road users and neighbouring properties
- Ensure compliance with the Port Kembla Direction 3 of 2021.

5.3.3 Mitigation measures

Table 5.2 Traffic and transport mitigation measures

Actions	Relevant Stage 2A and 2B sub plan	Responsibility
Management measures outlined in the approved Stage 2A and Stage 2B CTMP will be implemented to manage traffic impacts associated with the utility installations.	CTMP	Contractor
An activity specific CTMP is to be prepared in accordance with the NSW Ports Port Kembla Direction 3 of 2021, including: <ol style="list-style-type: none"> 1. Notify the appropriate contact person at least 7 days prior to commencement of such Works, and provide the following information (as a minimum): <ul style="list-style-type: none"> • exact location(s) of the proposed Works, including a layout plan or marked-up map or diagram • date(s) on which the works are to be performed • a scope of works for the works 	CTMP	Contractor

Actions	Relevant Stage 2A and 2B sub plan	Responsibility
<ul style="list-style-type: none"> • details of persons engaged to perform works • contact details for a designated person who will supervise/manage the works • a communication plan to notify other relevant stakeholders (e.g. neighbouring tenants) as required; and • provide applicable safe work method statements, job safety analyses and/or safety management plans that address any risks or hazards relevant to the location and the proposed Works including, but not limited to, those which may be advised to you by NSW Ports. <ol style="list-style-type: none"> 1. Complete the registration of all persons undertaking the Works in NSW Ports' Rapid Global system (or as otherwise directed by NSW Ports), which involves providing relevant contact details, submitting insurances and answering a HSE pre-qualification questionnaire (NSW Ports contact person will supply details on how to do this step); and 2. Provide evidence, which in the opinion of the contact person is satisfactory, that all persons nominated as undertaking the Works have successfully completed all applicable induction/s (via Rapid Global or as otherwise directed by NSW Ports) plus any other relevant third-party inductions. 		
<p>All transport of material associated with trenching, HDD, backfill or disposal activities will be documented in accordance with the requirements outlined in Section 8.1 of the SMP.</p>	CTMP	Contractor
<p>All vehicles will be well maintained in a good working condition applicable to the vehicle specifications. Vehicles will be operated in a safe and proper manner by qualified drivers. The type and volume of heavy and light vehicles will be in accordance with Table 6.1 and Section 6.1 of the CTMP.</p>	CTMP	Contractor
<p>Light and heavy vehicles will access the utility installation construction area via Seawall Road and Port Kembla Road. Similarly, vehicles will access (enter / exit) the Emplacement Cell Construction Site via Flinders Street (which turns into Old Port Road), onto Christy Drive, and then Arawata Drive.</p> <p>Traffic movements will be minimised, where possible, during the morning and afternoon peak hours. Construction workers will be encouraged to carpool or to use public transport, where practicable.</p>	CTMP	Contractor

5.4 Noise and vibration

5.4.1 Overview

Port Kembla is a busy industrial port operating across two harbours. The existing environment is influenced by the industrial uses within the port. Land use surrounding Berth 101 is predominantly heavy industrial or special uses associated with port operations. The closest residential properties to Berth 101 are located approximately two kilometres to the north in Coniston, to the west in Cringila and to the south at Port Kembla and Warrawong. Transport corridors along Springhill Road and Masters Road are the two main vehicular traffic routes which are heavily trafficked transport corridors and influence the existing noise levels.

The utility installations would contribute to noise and vibration impacts during the construction phase of the project. Impacts are anticipated to be consistent with those modelled for trenching and HDD activities associated with construction works for the pipeline. The utility installations will be undertaken within an industrial land use area, the nearest residential area located about 1.23 kilometres to the northwest of the northern most point of the works. Noise levels at this distance would be anticipated to be below the noise management levels for the project and are not expected to impact upon any sensitive receiver.

5.4.2 Objectives

The objectives with respect to noise and vibration are as follows:

- Avoid and minimise noise and/or vibrations emissions.
- Minimise noise pollution impacts.

5.4.3 Mitigation measures

Table 5.3 Noise and vibration mitigation measures

Actions	Relevant Stage 2A and 2B sub plan	Responsibility
<p>Prior to the commencement of works all individuals involved with the works will be given an induction on matters related to noise management and considerations. The induction will include:</p> <ul style="list-style-type: none"> – All relevant project specific and standard noise and vibration mitigation measures. – Relevant licence and approval conditions. – Permissible hours of work. – Any limitations on noise generating activities with special audible characteristics. – Location of nearest sensitive receivers. – Construction employee parking areas. – Designated loading/unloading areas and procedures. – Site opening/closing times (including deliveries). – Environmental incident procedures. – Community related considerations such as: <ul style="list-style-type: none"> • No swearing or unnecessary shouting or loud stereos/radios on site. • No dropping of materials from height, throwing of metal items and slamming of doors. • No excessive revving of plant and vehicle engines. • Controlled release of compressed air. 	NVMP	All personnel
<p>Where possible, quieter construction methods should be utilised such as:</p> <ul style="list-style-type: none"> – Use of quieter and less vibration emitting plant and equipment. – Plant and equipment to be well maintained and include noise suppression methods such as mufflers, where possible. – Equipment to be turned off after use. – Non-tonal reversing beepers (or an equivalent mechanism) must be fitted and used on all construction vehicles and mobile plant regularly used on site and for any out of hours work, including delivery vehicles. – Stationary noise sources, such as pumps, should be enclosed or shielded whilst ensuring that the occupational health and safety of workers is maintained. – Plant used intermittently to be throttled down or shut down. 	NVMP	All personnel
All complaints to be managed in accordance with Section 4.5.	NVMP	AIE HSE Manager AIE Project Director

5.5 Air quality

5.5.1 Overview

Based on the Air Quality Impact Assessment for the Project (GHDb, 2018), dust and particulate matter were identified as the primary emission to air during the construction phase of the project. PM10 was identified as the primary pollutant of concern. The predicted daily and annual maximum PM10 concentration in the ambient air (including background concentration) during the construction phase within the project footprint would be 360ug/m³ and 130ug/m³ respectively, with no expected exceedance of the 24-hour and annual averages criteria of the Approved Methods (NSW EPA, 2016) at sensitive receptors. This is consistent with the air quality data obtained from surrounding land uses in Port Kembla, which demonstrates results indicative of the heavily industrialised surrounds of the project.

AIE are required to undertake air quality monitoring during the construction works of the project in accordance Infrastructure Approval SSI 9471 Schedule 3, Condition 33(c) and the issued EPL No. 21529 Condition P1.1 and Condition M2.2. Reporting of results for all monitoring points are published in the monthly environmental monitoring report made available on the AIE project website. Locations of air quality monitoring points are presented in Figure 1.1. Whilst the EPL monitoring locations are not located in close proximity to the entire utility installations corridor, the monitoring results will assist with determining general background / prevailing air quality conditions. The EPL monitoring will be supplemented during the utility installation works with daily visual observations with regards to dust generation and the effectiveness of environmental controls.

5.5.2 Objectives

The objectives with respect to air quality are as follows:

- Minimise potential for unplanned emissions to the atmosphere including dust.
- Prevent the generation of dust in preference to applying dust suppression measures.

5.5.3 Mitigation measures

Table 5.4 Air quality mitigation measures

Actions	Relevant Stage 2A and 2B sub plan	Responsibility
Potential dust from construction works shall be managed, if required, through a range of methods which may include wet suppression (water sprays), wind breaks, and reducing or ceasing associated activities during high wind events	AQMP	<ul style="list-style-type: none"> – AIE HSE Manager – Principal Contractor Project Manager
Weather forecasts are to be reviewed daily to assess associated risks with the following day's programmed activities, modifying the activities where appropriate and ensuring appropriate controls are available.	AQMP	<ul style="list-style-type: none"> – AIE HSE Manager – Principal Contractor Construction Foreman
Erosion and sedimentation controls will be checked and maintained regularly during construction	AQMP ESCP	<ul style="list-style-type: none"> – AIE HSE Manager – Principal Contractor Construction Foreman – Principal Contractor Environmental Representative
Surface disturbance is to only occur within the approved project development boundary.	ESCP	<ul style="list-style-type: none"> – AIE HSE Manager – Principal Contractor Construction Foreman

Actions	Relevant Stage 2A and 2B sub plan	Responsibility
		<ul style="list-style-type: none"> – Principal Contractor Environmental Representative
<p>Construction area will be delineated on drawings and on site (e.g., installation of fencing or flagging where appropriate).</p>	<p>ESCP</p>	<ul style="list-style-type: none"> – AIE HSE Manager – Principal Contractor Construction Foreman – Principal Contractor Environmental Representative

6. Document management and review

6.1 Record management

Record management will be as required under Section 10.1 of the approved Stage 2A and 2B Environmental Management System.

6.2 Document review and revision

This Supplementary CEMP will be reviewed and updated, as required under Condition 3 of Schedule 4 of Infrastructure Approval (SSI 9471) to ensure the objectives of the applicable approval conditions contained within are being met throughout Stage 2A and Stage 2B. In addition, as required under Condition 4 of Schedule 4 of Infrastructure Approval (SSI 9471), this Supplementary CEMP must be reviewed, and if necessary, revised within 3 months (unless otherwise agreed with DP&E) for any of the following:

- Following the submission of an incident report as per Condition 5, Schedule 4 in Infrastructure Approval (SSI 9471) (refer to Section 9 of the Stage 2A and 2B EMS).
- Following approval of any modification to the conditions of approval outlined in Infrastructure Approval (SSI 9471).
- At the direction of the Planning Secretary as per Condition 4, Schedule 2 in Infrastructure Approval (SSI 9471).

Where a review leads to a revision of this plan, within four weeks the revised document will be submitted to the Planning Secretary for approval unless otherwise agreed with the Planning Secretary.

References

DIPNR, 2004, *Guideline for Preparation of Environmental Management Plans*.

Environment Protection Licence No. 21529, dated 3 December 2021.

GHD 2018, Port Kembla Gas Terminal Environmental Impact Statement.

GHD 2022a, Port Kembla Gas Terminal Modification 4 Report

GHD 2022b, East Coast Gas 11kV Feeder — Geotechnical Assessment and Design Report.

Infrastructure Approval SSI 9471, dated 13 October 2021.



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