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SUSTAINABILITY MANAGEMENT PLAN

A2I | Albury to Illabo

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COMPLIANCE TABLE

REFERENCE	REQUIREMENTS	PLAN REFERENCE
Project Scope and Requirements – Annexure B: Technical Requirements		
Appendix B1	**A2I Functional Requirements**	
IR-SR-A2I-113	The System shall achieve a certified minimum rating of excellent for 'Design and As Built' between 50-74 under the Infrastructure Sustainability Council (ISC) IS Technical Manual V1.2.	Section 2.1, Table 2; Section 3.1 Section 5.3
Project Scope and Requirements – Annexure C: Construction Requirements		
6.2.1	The Contractor shall comply with PSR Annexure F section 6.2 Sustainability Requirements.	Refer to section 6.2.1 in compliance table
6.2.2	The Works design and as-built performance shall meet the Inland Rail Program approach defined by 3-0000-210-ESS-00-SP-0001 Specification – Inland Rail Sustainability Requirements – Albury to Parkes.	Refer to Specification ARTC Inland Rail Sustainability Requirements in compliance table
Project Scope and Requirements – Annexure F: Management Requirements		
6.2.1	**Sustainability Requirements**	
6.2.1 (a)	The Contractor shall ensure that the Contractor's Activities and the Works achieve a certified minimum rating of "Excellent" under the Infrastructure Sustainability Council IS Technical Manual V1.2 for the following projects:	Section 2.1, Table 2; Section 3.1 Section 5.3
6.2.1 (a) (1)	A2I D&C Works – "Design" and "As-Built" rating	
6.2.1 (b)	The Contractor shall comply with 3-0000-210-ESS-00-SP-0001 Specification - Inland Rail Sustainability Requirements – Albury to Parkes.	Refer to Specification ARTC Inland Rail Sustainability Requirements in compliance table
6.2.1 (c)	The Contractor shall provide its monthly reporting to ARTC using the following templates unless otherwise agreed: i. 0-0000-900-ESS-00-TE-0001 Template - Sustainability Monthly Reporting (Construction);	Section 4.9

REFERENCE	REQUIREMENTS	PLAN REFERENCE
	ii. 3-0000-900-ESS-00-TE-0002 Template - Sustainability Monthly Reporting (Detailed Design); and iii. 0-0000-900-ESS-00-TE-0004 Template - Inland Rail Greenhouse Gas Assessment Tool.	
Specification ARTC Inland Rail Sustainability Requirements		
3.2	Sustainability Management Plan (SuMP)	
	The SuMP is to include, but not limited to the following:	
	The target scorecard showing targeted credits and levels.	Appendix C
	A strategy showing a pathway to achieving the targeted credits and levels, including actions to be implemented.	Section 6, Table 11
	Stating the individual who is full-time ISAP on the project and the responsibilities of the sustainability team and wider project team in delivering the sustainability outcomes and ISC rating.	Section 4.3.1
	A list of potential/foreseeable technical clarifications and credit interpretation requests, and any matters to be discussed with ISC.	Under development
	Identification of the ISC project boundaries and any exclusions.	Section 1.4
	Any initial considerations for potential/proposed amendments to base case assumptions.	Section 5.4
	The identification of any required inputs/evidence documents from ARTC required throughout the contract period.	Ongoing and will be requested upon identification
	The setting of sustainability targets and objectives in relation to Table 2 below.	Section 2.1
	As noted above in Section 1.3.2 ARTC have provided various reference documents (Section 8.0) which the Contractor is required to comply with.	Section 3

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GLOSSARY

Specific terms and acronyms used throughout this plan are listed and described in Table 1 below.

TABLE 1 GLOSSARY

TERM	DEFINITION
A2I	Albury to Illabo
A2P	Albury to Parkes
ARTC	Australian Rail Track Corporation
CEMP	Construction Environmental Management Plan
Cli	IS Climate Change and Adaptation category
CSF	Credit Summary Forms
D&C	Design and construct
D-Loop	Daroobalgie Crossing Loop
Dis	IS discharges to air, land and water category
E&S	Environment and Sustainability
Eco	IS ecology category
EIS	Environmental Impact Statement
EMS	Environmental Management System
Ene	IS energy and carbon category
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
ESD	Ecologically Sustainable Development
F2P	Forbes to Parkes
GIS	Geographic Information System
GHG	Greenhouse Gas
Hea	IS community health, wellbeing and safety category
Her	IS heritage category
HMP	Heritage Management Plan
IFC	Issued for Construction
Inn	IS innovation category

TERM	DEFINITION
IRSS	Inland Rail Sustainability Strategy
IS	Infrastructure Sustainability
ISAP	Infrastructure Sustainability Accredited Professional
ISP	Independent Sustainability Professional
ISC	Infrastructure Sustainability Council
Lan	IS land category
Man	IS management category
Mat	IS materials category
MCA	Multi-criteria analysis
MP	Management Plan
MR	Martinus Rail
NGER	National Greenhouse and Energy Reporting
NSW	New South Wales
OEH	Office of Environment and Heritage
PEA Act	Protection of the Environment Administration Act 1991
POEO Act	Protection of the Environment Operations Act 1997
Pro	IS procurement category
QMP	Quality Management Plan
REF	Review of Environmental Factors
RMAR	Rail Maintenance Access Road
S2F	Stockinbingal to Forbes
SiDR	Sustainability in Design Register
Sta	IS stakeholder participation category
SuMP	Sustainability Management Plan
Urb	IS urban and landscape design category
Was	IS waste category
Wat	IS water category

1 INTRODUCTION

1.1 Background

The Australian Government has committed to building a significant piece of national transport infrastructure by constructing a high performance and direct interstate freight rail corridor between Melbourne and Brisbane, via central-west New South Wales (NSW) and Toowoomba in Queensland (QLD). Inland Rail is a major national project that will enhance Australia's existing national rail network and serve the interstate freight market. The Inland Rail route, which is about 1,600 kilometres (km) long, involves:

- Using the existing interstate rail line through Victoria and southern NSW;
- Upgrading about 400 km of existing track, mainly in western NSW;
- Providing approximately 600 km of new track in northern NSW and south-east Queensland; and
- Inland Rail has been divided into 12 projects, seven of which are in NSW.

As part of this project, the Australian Rail Track Corporation (ARTC) has appointed Martinus to deliver the Albury to Illabo (A2I). The greenfield portion between Illabo to Stockinbingal (I2S) is not a part of the Albury to Parkes (A2P) project scope. The A2P project consists of delivering horizontal and vertical clearance works at specific sites to accommodate double-stacked trains. Works will include alterations of road, rail bridges, gantry works, footbridge replacements, track works and rail signaling. Structure modifications and construction of a new crossing loop will also be required.

The Inland Rail program has been registered with the Infrastructure Sustainability Council (ISC) for a Design and As-Built rating of at least "Excellent" in accordance with the Infrastructure Sustainability (IS) v1.2 Technical Manual and Scorecard. The IS rating is being undertaken because achieving an 'Excellent' rating is an anticipated condition of approval for the A2I project and is a contractual requirement outlined in the IR sustainability requirements specification and the PSR. Each project within this program will also be registered. Therefore, Martinus in collaboration with Inland Rail must achieve an "Excellent" rating for the A2I project.

1.2 Project Overview

The A2P Enhancement Projects comprises 3 packages with respective ISC rating requirements being:

- Albury to Illabo (A2I) project – Design and As-Built rating;
- Stockinbingal to Forbes (S2F) project – no Design or As-Built rating; and
- Forbes to Parkes (F2P) project - As-Built rating only.

FIGURE 1 ALBURY TO PARKES ENHANCEMENTS PROJECT LOCATIONS

Within the A2I section there are twenty (20) locations with twenty-nine (29) Design and Construct (D&C) projects of varying degrees of design gate development:

- Murray River bridge (Structure modifications)
- Albury Station Yard (Track slews, track reconfigurations)
- Albury Station Yard Track Slews (retained 3-track alignment)
- Albury Station Yard Footbridge (footbridge replacement), both pre- and post- SDRP-response
- Riverina Highway bridge (Track lowering)
- Billy Hughes bridge (Track lowering)
- Tabletop Yard (Structure modification)
- Culcairn Station Yard (Track slews and bridge removal)
- Henty Yard (Track slews)
- Yerong Creek Yard (Track slews)
- The Rock Yard (Structure modification)
- Uranquinty Yard (Track slews)
- Pearson Street bridge (Track lowering)
- Cassidy Parade footbridge (Bridge replacement), both pre- and post- SDRP-response
- Edmondson Street Bridge (stand-alone road bridge)
- Edmondson Street Footbridge (stand-alone road bridge)

- Edmondson Street bridge and footbridge (combined Bridge replacement), post- SDRP-response
- Wagga Wagga Station Yard (Track slews)
- Wagga Wagga Footbridge (footbridge replacement), both pre- and post- SDRP-response
- Bomen Yard (Track slews)
- Harefield Yard (Track slews)
- Kemp Street Bridge (stand-alone road bridge)
- Kemp Street Footbridge (stand-along footbridge)
- Kemp Street bridge and footbridge (combined Bridge replacement)
- Junee Station Yard (Track slews and bridge removal)
- Olympic Highway Underbridge (Track reconfiguration and Structure modification)
- Junee to I2S dual track section (Track slews)
- LX605 & LX1472 Activations
- LX605 relocation and LX1472 closure
- .

1.3 Project Timeframes

Design of the A2I project commenced in January 2024 while the Environmental Impact Statement (EIS) approval process was under way with the Department of Planning, Housing and Infrastructure (DPHI). In October 2024, Inland Rail received approval from the NSW Minister for Planning to progress the A2I project, subject to Conditions of Approval (CoA) provided. The A2I project is now in the detailed design, early works and construction stage. Section 4.3.6 outlines key project dates and timeframes.

1.4 Purpose and Scope

This SuMP has been developed for both the design and construction phases of the A2I section of Inland Rail. The SuMP will apply to all design and construction activities and Martinus' personnel, suppliers, subcontractors, consultants and representatives whose scope of work include, contribute to or otherwise assist in delivering the A2I Project. This will ensure consistency in the consideration and application of sustainability principles and minimum requirements to meet the Infrastructure Sustainability (IS) version 1.2 standard with a minimum rating of 'Excellent', as well as the Project objectives and Targets as detailed in Section 2.1.

Additionally, the SuMP outlines how Martinus will comply with all relevant regulatory requirements, minimise environmental risks and achieve sustainable outcomes across the project, these requirements are detailed in the compliance table.

2 OBJECTIVES AND TARGETS

2.1 Programme and Project Objectives and Targets

The Specification – Inland Rail Sustainability Requirements – Albury to Parkes (3-0000-210-ESS-00-SP-0001_1) outlines Inland Rail's objectives and targets linked to the Inland Rail Environment and Sustainability Policy (0-0000-900-ESS-00-PO-0001). Each Inland Rail Policy commitment has a corresponding sustainability objective and target for Martinus, where the scope of the commitment is relevant to design and construction. The Martinus sustainability objectives and targets are outlined in Table 2. Progress against the targets shall be tracked in the monthly report to Inland Rail, which is issued in accordance with Project reporting obligations under the contract (refer also to the A2P Enhancement Project – Quality Management Plan 5-0052-214-PMA-00-PL-0004).

TABLE 2 A2I SUSTAINABILITY OBJECTIVES AND TARGETS

THEME	INLAND RAIL POLICY OBJECTIVE	MARTINUS TARGET
Leadership and Awareness	▸ Achieve a program-wide Infrastructure Sustainability (IS) rating of 'Excellent' in the Design and As-Built Rating	▸ Deliver an "excellent" design and as-built rating and aspire to a "leading" rating.
	▸ Deliver sustainability training/education to all ARTC Inland Rail team members	▸ Deliver sustainability training/education to all Martinus team members through project inductions, targeted training and toolbox talks.
	▸ Quarterly report on sustainability targets to management	▸ Monthly sustainability target reports to Martinus management and Inland Rail. ▸ Sustainability performance is reported annually to Martinus Senior Management.
	▸ Deliver annual sustainability reports	▸ Provision of sustainability information to Inland Rail for inclusion their annual Sustainability Report.
Governance	▸ Collaborate to continually improve sustainability systems and processes	▸ Continual improvement processes will be integrated into the SuMP and observed. The presence of these processes shall be validated by audit.
	▸ Sustainability dashboard updated and communicated regularly	▸ The sustainability dashboard will be updated monthly and provided to Inland Rail in the sustainability report. The dashboard will be communicated to the Martinus team on a quarterly basis.
	▸ Innovative solutions identified and assessed and implemented	▸ Actively strive to identify, assess at least 3 innovations and and implement at least 1 innovative solution.
Environment and Heritage	▸ Assess ways to enhance ecological values by 5%.	▸ Ecological values will be enhanced by a minimum 5% through identification, assess impact, implement (where appropriate) and measure to monitor impact. The enhancement will align to Eco-1 Level 2 requirements
	▸ Indigenous and non-Indigenous heritage values that have been interpreted and/or enhanced	▸ Indigenous and non-indigenous heritage values impacted by Martinus will be interpreted. This includes an interpretation plan being developed; and

THEME	INLAND RAIL POLICY OBJECTIVE	MARTINUS TARGET
		▸ At least 1 heritage item (indigenous or non-indigenous) will be enhanced or interpreted. The interpretation will be aligned to Level 2 of Her-1 and the enhancement will be aligned to Level 3 of Her-1.
	▸ No significant pollution incidents are to occur during construction.	▸ No significant pollution incidents are to occur during construction.
	▸ No major exceedances of relevant air quality and noise guidelines during construction	▸ No major exceedances of relevant air quality and noise guidelines during construction.
Resource Use	▸ Construction water demand reduced by 15% across the program	▸ MR will achieve at least a 15% reduction in water use compared to the agreed Base Case.
	▸ Construction material use reduced by 15% across design, construction and operation.	▸ MR will achieve at least a 15% reduction in material use as compared to the agreed Base Case.
	▸ Minimum 10% of materials contain recycled content or have low embodied impact	▸ MR will utilise a minimum of at least 10% of materials containing recycled content or have low embodied impact.
	▸ Greenhouse gas emissions (GHGs) reduced by 15% from BAU	▸ MR will achieve at least a 15% GHG reduction as compared to the agreed Base Case.
	▸ Construction waste diverted from landfill aiming for: ▸ 80-100% by volume of spoil ▸ 50-90% by volume of inert and non-hazardous waste ▸ 40-60% by volume of office waste	▸ Construction waste diverted from landfill will be: ▸ 80-100% by volume of spoil ▸ 50-90% by volume of inert and non-hazardous waste ▸ 40-60% by volume of office waste.
Sustainable Procurement	▸ Implement and track progress against Sustainable Procurement Policy commitments	▸ Implement and track progress against Sustainable Procurement Policy commitments.

THEME	INLAND RAIL POLICY OBJECTIVE	MARTINUS TARGET
		▸ 5% of construction contractor spend is with Indigenous Businesses
	▸ Supply chain participation in sustainability capability building training	▸ Martinus will participate in supply chain engagement sessions with Inland Rail which include discussions about sustainability. ▸ Martinus supply chain will be actively encouraged to participate in ARTC's supply chain sustainability webinars and/or the Australian Supply Chain Sustainability School modules.
Communities and Economy	▸ Active engagement with local communities and stakeholders	▸ Community engagement to be undertaken in accordance with the Communication and Stakeholder Engagement and Management Plan. This includes engagement with community in line with IAP2 spectrum at level 'Involve' or above, aligned to Sta-1, level 2.
	▸ Opportunities created for skilled local and Indigenous workers during construction	▸ 10% of the project Workforce are Indigenous persons who are Project Area of Regional Residents. ▸ Works to be undertaken in accordance with wider program employment and engagement commitments.
	▸ Opportunities created for local and Indigenous businesses during construction	▸ 40% of construction contractor spend is with Project Area and/ or Regional Businesses ▸ 5% of construction contractor spend is with Indigenous Businesses
	▸ Non-local construction workforce housed with existing accommodation providers where possible	▸ 80% of non-local construction workforce will be housed with existing accommodation providers
	▸ Implement and support programs that support community wellbeing	▸ The Contractor will work with the Inland Rail Skills Academy (IRSA) to assist with existing programs and will attend at least three programs a year.
Future Operations	▸ Sustainability outcomes and lessons learnt shared to encourage uptake in wider ARTC systems and processes	▸ Sustainability outcomes and lessons learnt shared through the quarterly Construction Contractors Sustainability forum to encourage uptake in wider ARTC systems and processes.

THEME	INLAND RAIL POLICY OBJECTIVE	MARTINUS TARGET
	▸ Design and construct a resilient asset adaptive to climate change	▸ Design and construct A2I to be resilient and adaptive to climate change, this to include reducing all high and very high risks down and reducing 25-50% of medium risks in line with Cli-2, level 2 requirements.
	▸ Implement initiatives that leave a positive community legacy	▸ Identify at least three potential opportunities that will leave a community legacy, assess impact of those opportunities and implement at least one initiative.

2.2 Sustainability Policy

The Martinus Rail Sustainability Policy (MR-SS-001 in Appendix A) will be adopted for the project. It is further noted that works will also need to conform with the Inland Rail:

- Environment and Sustainability Policy which is included in the ARTC Inland Rail Sustainability Strategy (IRSS) (0-0000-900-ESS-00-RP-0003_3); and
- Inland Rail Sustainable Procurement Policy.

The endorsed Policies describe Martinus and Inland Rail's commitment to continual improvement in environmental and sustainability performance and compliance with applicable legal requirements. These requirements are embedded throughout the full suite of management plans.

The Policies are to be displayed at the site offices and the requirements of the Policies shall be communicated to staff during the Inductions undertaken by all personnel and subcontractors prior to commencement of works.

3 REGULATORY AND CONTRACTUAL COMPLIANCE REQUIREMENTS

3.1 Conditions of Approval

The Conditions of Approval (CoA) details the relevant sustainability requirements (E130 – E132).

Condition E130 states:

"The CSSI must achieve a minimum 'excellent' rating for both 'Design' and 'As built', under the Infrastructure Sustainability Council (ISC) infrastructure rating tool, or through the use of an equivalent process or an equivalent level of performance using a demonstrated equivalent rating tool."

3.2 Guidelines

Guidelines and standards relating to sustainability associated with design and construction of the project include:

- Infrastructure Sustainability Council IS Technical Manual Version 1.2, November 2018;
- Infrastructure Sustainability Materials Calculator Guideline;
- IS v1.2 Design Review Guideline; and
- IS v1.2 Innovation Credit Guideline and Innovation Challenge Appendix.

Additional guidelines/tools of relevance that were not included in the Deed include:

- Inland Rail Sustainability Strategy (0-0000-900-ESS-00-RP-0003);
- Inland Rail IS Rating Submission and Style Guide (0-0000-900-ESS-00-GU-0002);
- Inland Rail Program Infrastructure Sustainability Business as Usual Assumptions Framework (0-0000-900-ESS-00-RP-0002); and
- Technical Note Project IS Scorecard, weightings assessment and report examples (0-0000-900-ESS-00-ME-0001).

3.3 Incentivised Target Cost Deed

The A2P Enhancement Projects Incentivised Target Cost Deed (ARTC Contract No. 2140-0001) Annexure F Section 6.2 contains the following sustainability contractual conditions:

- Achieve a certified minimum rating of "Excellent" under the Infrastructure Sustainability Council IS Technical Manual V1.2;
- Comply with 3-0000-210-ESS-00-SP-0001 Specification – Inland Rail Sustainability Requirements – Albury to Parkes; and
- Provide monthly reporting to ARTC.

4 SUSTAINABILITY MANAGEMENT FRAMEWORK

The A2I Enhancement Projects will use the Martinus Integrated Management System (IMS) (certified to ISO AS/NZS 9001, 14001 and 4801) to enhance its sustainability performance. The associated Sustainability Manual incorporates the Sustainability Policy, procedures, forms, registers, templates, training and awareness.

4.1 Sustainability Management Plan Requirements

The IS Technical Manual v1.2 states that the purpose of the SuMP is to facilitate the management and implementation of IS Design and As-Built on a registered project/asset. The relevant objectives of the SuMP are to:

- Describe the objectives of applying the IS rating scheme on the project;
- Outline the approach to applying the IS rating tool on the project (scope and boundaries, timing, reference design, weightings assessment, etc.);
- Describe and facilitate planning towards key IS timing and milestone requirements;
- Outline ISC's role and specific support requirements for the duration of the rating process;
- Assign responsibility and key tasks associated with achieving the IS rating; and
- Outline a management approach for capturing the business case for Infrastructure Sustainability.

In addition to the requirements in the IS Technical Manual v1.2, additional requirements are detailed in 3-0000-210-ESS-00-SP-0001, these include:

- The target scorecard showing targeted credits and levels.
- A strategy showing a pathway to achieving the targeted credits and levels, including actions to be
- implemented.
- Stating the individual who is full-time ISAP on the project and the responsibilities of the sustainability team
- and wider project team in delivering the sustainability outcomes and ISC rating.
- A list of potential/foreseeable technical clarifications and credit interpretation requests, and any matters to
- be discussed with ISC.
- Identification of the ISC project boundaries and any exclusions.
- Any initial considerations for potential/proposed amendments to base case assumptions.
- The identification of any required inputs/evidence documents from ARTC required throughout the contract
- period.
- The setting of sustainability targets and objectives

4.2 Systems

The Martinus IMS operates under a continuous improvement process of a plan-do-check-act cycle provides a framework to undertake assurance, monitoring, auditing, corrective action, continuous improvement and reporting on sustainability performance. This continuous improvement process is shown in Figure 2.

FIGURE 2 CONTINUOUS IMPROVEMENT PROCESS

In accordance with the Martinus Sustainability Policy, Martinus will:

- Establish robust sustainability objectives and targets;

- Continuously improve sustainability performance; and
- Implement sustainable procurement processes.

The Martinus IMS will monitor, measure, analyse, and evaluate the sustainability performance and undertake monthly environmental and sustainability site inspections during construction. The sustainability team will also undertake additional monitoring and assurance to verify performance and the quality, completeness, accuracy and other qualities of data. Additional to Procore (for data capture and management) and Acuite (for data analysis and presentation) Table 3 indicates the performance data that will be captured, and the proposed data sources to be collected in our Resource Use Tracker (RUT) which is our internal tracking system.

TABLE 3: PERFORMANCE DATA AND SOURCE OF DATA

Performance data	Data source
Electricity consumption and generation, including any onsite renewable (if any) energy generation and any renewable energy sourced for the construction	Metering and bills
Fuel consumption	Bills and monthly payment claims from subcontractors
Volume of potable mains water consumed for the Project activities	Metering
Volume of non-potable water consumed for the Project activities, including details of the sources of non-potable water	Metering
Waste generation, recycling and disposal	Reports from waste contractors
Volume of spoil re-used within the sites, beneficially re-used off-site, disposed of off-site and contamination material.	Subcontractor reporting
Destinations for spoil which has been beneficially re-used off-site or disposed of off-site	Subcontractor reporting
Type and quantities of environmentally labelled products	Subcontractor reporting
Quantity of materials for lifecycle assessment	Subcontractor reporting and procurement records

4.3 Roles and Responsibilities

The following descriptions of roles and responsibilities are pertinent to the A2I project. While all A2I team members have responsibilities linked to the implementation of sustainability across the Project, Martinus's Project Management structure ensures that sustainability is driven by senior leaders and is incorporated throughout all aspects of construction. Key to the project's success is the designation of senior leaders as Sustainability Champions; for more detail of Sustainability Champion refer to Section 4.3.3.

A cornerstone of the Inland Rail sustainability philosophy is that sustainability is not a single party's individual responsibility. To genuinely embed sustainability throughout a project, everyone is responsible, and everyone contributes to positive sustainability outcomes. Recognising the need for a truly collaborative approach across the ARTC Inland Rail Program, the following principles have been adopted.

1. Leadership—Senior management have central responsibilities for managing sustainability with specific accountabilities in relation to decision making and management of sustainability including environmental and social aspects. All senior leaders participating in project delivery shall have, or develop, a sound understanding of sustainability and the IS rating scheme. They shall demonstrate a genuine commitment to sustainability and applying it to the project elements for which they are responsible.
2. Value—Priority is to be placed on sustainability initiatives and processes that deliver tangible, beneficial outcomes for the community, customers and the supply chain.
3. Integration—Sustainability requirements are to be thoroughly integrated across all aspects of the project and not compartmentalised into separate processes or only delegated to isolated groups.

4. Collaboration—Sustainability should be approached in a collaborative manner where sustainability information and knowledge are shared freely among project delivery participants and across project boundaries. Project delivery participants should adopt a collaborative ethos (e.g. joint problem solving).
5. Culture—Project delivery teams should establish a sustainability culture within workplaces (e.g. encouraging active travel, minimising waste, a healthy work environment, etc.) to align with the sustainability initiatives being delivered on the project.
6. Innovation—Project delivery partners should pursue innovative processes and technologies where they can produce better overall outcomes including sustainability benefits and community value. Innovation can be market transforming, and implementation of better, more effective products, processes, services, and or technologies. This principle recognises that applying sustainability often incorporates going beyond business as usual (BAU).
7. Transparency—Sustainability performance shall be thoroughly documented in a manner suitable for independent audit and verification. All assertions made regarding sustainability performance and outcomes are to be supported with objective evidence.

While all A2I team members have responsibilities linked to the implementation of sustainability across the Project, Martinus's Project Management structure ensures that sustainability is driven by senior leaders and is incorporated throughout all aspects of construction. Key to the project's success is the designation of senior leaders as Sustainability Champions.

In addition, Inland Rail will coordinate, manage and facilitate all contact and communication with the ISC Project Manager, review all Contractor submissions to be provided to ISC/verifiers, and oversee the general IS submission and verification process to ensure consistency across the project on the ARTC Inland Rail Program.

4.3.1 Infrastructure Sustainability Accredited Professional

The Specification – Inland Rail Sustainability Requirements – Albury to Parkes requires the contractor's team to engage a full time Infrastructure Sustainability Accredited Professional (ISAP) with more than eight years of experience in delivering sustainability outcomes for major infrastructure projects or at least have three (3) years' direct, post-graduation experience in the implementation of IS ratings on infrastructure projects in a lead or senior role, preferably across multiple projects. The Inland Rail Representative is to approve the appointment of the person to this role. The Sustainability Lead is responsible for coordinating the delivery of the sustainability objectives of the works and managing the IS rating and collation of the associated evidence and reporting requirements for the project.' Inland Rail have approved Lisa Ly as the full time Sustainability Manager who meets the above requirements and is ISAP accredited. Overseeing delivery of works, Matt Di Marco is the Sustainability Lead who also meets the requirements above and is ISAP accredited but in a part time capacity.

4.3.2 ISC's Role and Support Requirements

In accordance with the IS v1.2 Technical Manual, ISC provide tools and materials to support the IS rating tool;

- A Project Manager who is the first point of contact for the project and provides support to the project;
- Verifiers who provide independent verification of the project's weighting assessment, Base Case proposal and the self-assessment;
- Technical Specialists who can be used by ISC to address technical queries and issues associated with the project; and
- A Technical Steering Committee who govern the rating process and are primarily responsible for certifying the achievement of a rating and review project Technical Clarifications and Credit Interpretation Requests.

4.3.3 Sustainability Champions

Integration of sustainability throughout the Project is paramount to ensure targets, objectives and criteria are met. In order to achieve this, Martinus demonstrates the sustainability commitment from the top down. This ensures that sustainability is considered and prioritised where appropriate across the project. This is supported through the allocation of Sustainability Champions who are senior leaders on the project, who ensure execution of activities in their respective disciplines. This is driven by the contractual agreement and contractual KRA's for delivery, As shown in Table 4, Primary

Champions and Support have been allocated for each of Martinus' Sustainability Themes as discussed in Section 2. Sustainability Champions are responsible for:

- Providing overview of the sustainability program;
- Embedding sustainability into their respective areas of responsibility;
- Establishing and developing sustainability credibility;
- Communicating sustainability issues and initiatives to the broader team;
- Recognising and rewarding work groups that actively demonstrate sustainable planning and delivery; and
- Building sustainability capacity.

Champions will deliver these responsibilities through actions such as:

- Ensuring sustainability is discussed at discipline team meetings;
- Capturing sustainability initiatives and sharing with the sustainability team;
- Including sustainability in discussions with Inland Rail discipline counterparts;
- Consistently questioning the balance between environmental, social, governance and economics in discipline team's decisions; and
- Undertaking reviews of sustainability performance at least annually and actively questioning the sustainability team on progress and initiatives.

TABLE 4 SUSTAINABILITY CHAMPIONS RESPONSIBILITIES

Champion	Leadership and Awareness	Governance	Environment and Heritage	Resource Use	Sustainable Procurement	Communities and Economy	Future Operations
Project Director	P	P					
Senior Project Manager	P	P					
Project Management Office Manager	P	P			S		P
Delivery Manager	S		S	P			
Environment Manager	S	S	P	S	S	S	
Communication and Stakeholder Engagement Manager	S		S			P	S
Engineering Manager	S		S	P			P
Procurement Manager	S	S			P		
Commercial Manager	S	S			P	S	
Sustainability Lead	P	P	S	S	S	S	S
Sustainability Manager	P	S	S	S	S	S	S
Design Manager	S	S	S	P			S

P = Primary, S = Support whereby Primary means personnel are responsible for the objective/target and support personnel are a support function to that team.

4.3.4 Responsibilities

While all the A2I team have responsibilities linked to the implementation of sustainability across the Project, there are several key roles that bear greater accountability. Key roles and responsibilities in relation to sustainability and other IS requirements are set out in Table 5 below. The A2I Project Organisational Chart is detailed in Appendix B.

In addition to the Project roles, sustainability advice will be sought from IS specialists and technical specialists to support the project in meeting its sustainability objectives and targets.

While there is a DJV team consisting of sustainability design Advisors, Martinus will manage the DJV and report to Inland rail as required.

TABLE 5 ROLES AND RESPONSIBILITIES

Role	Responsibilities
Senior Project Manager	• Managing delivery of the A2I project including participating as a Sustainability Champion and overseeing implementation of sustainability initiatives. • Central responsibility for managing sustainable requirements and outcomes. • Negotiate and authorise contract wide sustainability initiatives. • Resolve and delegate responsibilities for non-compliances. • Resolve and escalate Project issues, ensuring strong lines of communication to all stakeholders are maintained. • Participate in the project as a Sustainability Champion. • Endorse and support the Project Sustainability Policy attached in Appendix A. • Responsibility for IS management systems category.
Sustainability Lead	• Oversight of the implementation of the SuMP and achievement of an ISC IS Design and As Built rating of “Excellent”. • Maintains personal accreditation as an ISAP. • Supports Project Team to deliver on commitments outlined in the SuMP. • Interface with the Project Director and other Sustainability Champions. • Ensure sustainability risks of the Project are identified, and appropriate mitigation measures are implemented. • Collaborate with Inland Rail, project teams and service providers to promote sustainability and IS rating tool requirements. • Participate in sustainability site inspections, audits, reviews, etc as required . • Manage any major sustainability risks if they arise during the project.
Sustainability Manager	• Overall responsibility for the implementation of the SuMP and achievement of an ISC IS Design and As Built rating of “Excellent”. • Maintains personal accreditation as an ISAP. • Supports Project Team to deliver on commitments outlined in the SuMP. • Management and maintenance of documentation and records to evidence sustainability requirements. • Interface with the Project Director and other Sustainability Champions. • Ensure sustainability risks of the Project are identified and appropriate mitigation measures are implemented. • Manage sustainability reporting within the Project team and to Inland Rail and ISC.

Role	Responsibilities
	• Collaborate with Inland Rail, project teams and service providers to promote sustainability and IS rating tool requirements. • Participate in sustainability site inspections, audits, reviews, etc. • Manage the development and submission of ISC IS rating tool documentation.
Project Management Office Manager	• Ensure adequate resources are provided to effectively implement the SuMP. • Assist in periodic reviews of the SuMP. • Regularly review sustainability risks and controls. • Participate in the project as a Sustainability Champion. • Functional responsibility for IS innovation category.
Construction Manager	• Lead and manage the delivery of the construction process in relation to sustainability management across A2I in conjunction with the Sustainability Manager. • Ensure work is planned and executed to ensure compliance with the SuMP. • Work with the Sustainability Manager to ensure sustainability processes are implemented through construction plans and processes including coordination and communication with subcontractors. • Plan construction works in a manner that maximises sustainability opportunities. • Work with the Sustainability Manager and subcontractors to ensure documentation to evidence sustainability requirements is produced and maintained. • Participate in the project as a Sustainability Champion. • Functional responsibility for IS energy and carbon; and materials categories.
Environment Manager	• Work with the Sustainability Manager to ensure the Construction Environmental Management Plan and sub-plans incorporate sustainability requirements. • Participate in sustainability site inspections, audits, reviews, etc. • Ensure environmental data is collected and collated. • Participate in the project as a Sustainability Champion. • Functional responsibility for IS water; discharges to air, land and water; land; waste; ecology; and heritage Categories.
Environment and Sustainability Coordinator	• Provide support to the Sustainability Manager. • Provide on-site sustainability assistance to the Delivery Team. • Support the Delivery Team to deliver on commitments outlined in the SuMP. • Participate in sustainability site inspections, audits, reviews, etc. • Assist the Sustainability Manager to ensure sustainability data is collected and collated. • Assist the Sustainability Manager to ensure delivery sustainability risks are identified and appropriate mitigation measures are implemented. • Assist the Sustainability Manager with sustainability reporting to the Project team, Inland Rail and ISC. • Participate in sustainability site inspections, audits, reviews, etc. • Manage the development and submission of ISC IS rating tool documentation.

Role	Responsibilities
Communication and Stakeholder Engagement Manager	• Ensure that all stakeholder consultation activities are carried out. • Work with the Sustainability Manager to ensure the Communication and Stakeholder Engagement Management Plan incorporates sustainability requirements. • Communicate general Project progress, performance and issues to stakeholders. • Ensure stakeholder participation data is collected and collated. • Participate in the project as a Sustainability Champion. • Functional responsibility for IS community, health, wellbeing and safety; and stakeholder participation categories.
Design Manager	• Participate in the project as a Sustainability Champion. • Functional responsibility for IS climate change adaptation; energy and carbon; materials; and urban and landscape design categories.
Procurement Manager	• Work with the Sustainability Manager to ensure the Procurement Management Plan incorporates sustainability requirements. • Ensure sustainability requirements are incorporated in procurement contracts. • Ensure sustainability is included in the tender review process. • Ensure procurement data is collected and collated. • Participate in the project as a Sustainability Champion. • Functional co-responsibility for IS procurement and purchasing category.
All Site Personnel	• Attend all Site Inductions and Pre-Start talks and sign the Site Attendance Record. • Participate in site inspections, audits, environmental meetings, Toolbox Talks, and environmental forums where requested/required. • Raise any sustainability issues or concerns immediately or during meetings with Sustainability Manager, Delivery Manager or Senior Project Engineer.

4.3.5 Collaboration with Inland Rail

Martinus will work collaboratively with Inland Rail to achieve best-for-project outcomes that meet the requirements detailed in the CoA and the IS rating, which support positive environmental and sustainability outcomes. Martinus understands that for positive outcomes to be achieved with a lasting legacy, it is imperative that a strong working relationship is maintained throughout the A2I project. This strong working relationship will also ensure consistent outcomes throughout the broader Inland Rail project via initiatives such as lessons learnt workshops and developing and utilising sustainability tools across Inland Rail Projects.

4.3.6 Key Milestone tasks and timelines

Key sustainability milestones for the IS rating delivery on the project are summarised in Table 6.

TABLE 6 KEY MILESTONES AND TASKS

Key Milestones and tasks	Key dates
Project award date (A2P)	7 July 2023
Design commencement date	29 January 2024
Establishment period	29 January 2024 – 29 July 2024
IS Rating Agreement executed (IR to submit)	7 February 2024
Submission of the Initial Sustainability Management Plan	24 May 2024
Sustainability Rating Kick-off Workshop	16 November 2023
Sustainability Design Kick off meeting	16 November 2023
Sustainability in Design and Opportunities Workshop	07 February 2024
IS Weightings Assessment Report submission	Verified – 26 July 2024
Project Risk Workshop	27 May 2024
ISC Base Case proposal	Submitted - July 2024 Verified - TBC – IRBAUAF is currently being verified by ISC
CCRA Workshop	February 2024 – First workshop July 2024 – Consolidation workshop
Draft Design Credit Summary Forms provided to Inland Rail for review	In progress
Design complete	26 August 2025
Construction Ready Sustainability Awareness Session	08 January 2025
Construction Stage Kick off Variation	January 2025
Construction commences	February 2025
Submission of Design Round 1 (IS Council for verification)	July 2025
Submission of Design Round 2 (IS Council for verification)	4 months from Round 1 verifier feedback
Forecast Date of Practical Completion	August 2027
Inland Rail Review of As-Built Round 1	March 2027
Submission of As-Built Round 1(IS Council for verification)	May 2027
Inland Rail Review of As-Built Round 1	November 2027
Submission of As-Built Round 2(IS Council for verification)	December 2027

4.4 Interrelationship of SuMP to Other Documents

As the A2I project progresses, Sustainability will be incorporated into associated design and construction management plans such as the:

- Project Management Plan (5-0052-214-PMA-00-PL-001);
- Risk Management Plan (5-0052-214-PMA-00-PL-0005);
- Subcontract Packaging and Procurement Management Plan (5-0052-214-PMA-00-PL-0006);
- Overarching Construction Management Plan (5-0052-214-PMA-00-PL-0019);
- Innovation and Value Management Plan (5-0052-214-PMA-00-PL-0014);
- Communications and Stakeholder Engagement Management Plan (5-0052-214-PMA-00-PL-0050);
- Design Management Plan (5-0052-214-PMA-00-PL-0015); and
- Construction Environment Management Plan (5-0052-214-PMA-00-PL-0054).
- Community and Stakeholder Engagement Management Plan (5-0052-214-PMA-00-PL-0050_D)

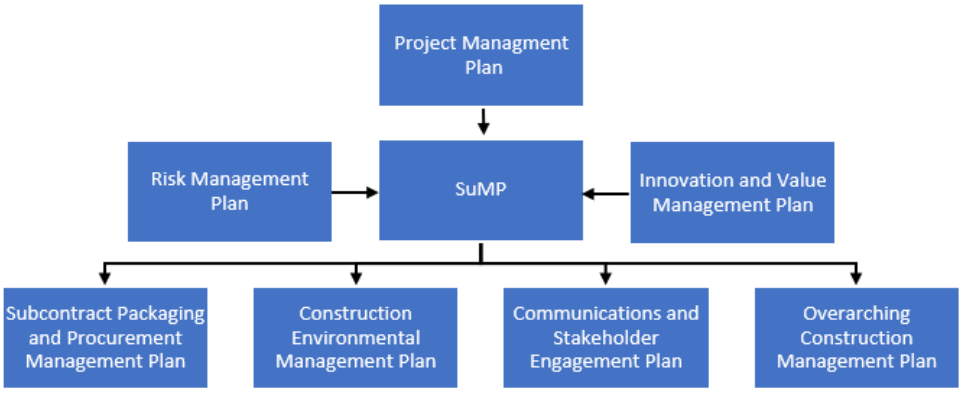


FIGURE 3 RELATIONSHIP BETWEEN SUMP AND SUBSEQUENT MANAGEMENT PLANS

4.5 Training

To ensure that the requirements of this Plan are effectively implemented through project delivery, each level of management is responsible for ensuring that their reporting personnel are aware of their sustainability responsibilities. The Sustainability Manager will coordinate the sustainability training in conjunction with other training and development activities (e.g. environment, safety). Targeted sustainability awareness training will be provided to individuals or groups of workers with a specific authority or responsibility for sustainability management or those undertaking an activity with a high risk of sustainability impact. A proposed training matrix is shown in Table 7.

A training register will be maintained to record attendees at the training sessions. Sustainability training will be provided where required by competent Project staff as determined by the Sustainability Manager.

TABLE 7 SUSTAINABILITY TRAINING REQUIREMENTS MATRIX

Training	Sustainability Champions	General Superintendent	Engineers	Supervisors	Construction workers	Sub-Contractors	Administrative Staff
Sustainability Champions roles and responsibilities	x						
Project Induction	x	x	x	x	x	x	x
Internal Communication	x	x	x	x	x	x	x
Sustainability awareness and monitoring	x	x	x	x	x	x	x
Supply chain sustainability	x		x			x	

The training is captured and tracked within the training matrix and sustainability and environment will be considered in the Competency Management Plan (5-0052-214-PMA-00-PL-0008)

TABLE 8 SUSTAINABILITY TRAINING FREQUENCY

Training	Frequency
Sustainability Champions Roles and Responsibilities	During kick off meetings
Project Induction	Upon being inducted on site and repeat annually
Internal Communication	As deemed necessary
Sustainability awareness and monitoring	At least one engagement every 2 months
Supply chain sustainability	Offering to all suppliers

4.5.1 Sustainability Champions and Roles and Responsibilities

During project kick offs all team members are advised of their roles and responsibilities. For those who have sustainability related scope this will include:

- Their specific responsibilities in relation to sustainability;
- Sustainability requirements on the project and how their role contributes to these;
- Who other Sustainability Champions on the project and how their role may interconnect with others;
- Ways to champion for sustainability on the project to maximise outcomes;
- Data collection requirements and how this links to sustainability outcomes (if required);
- Relevant processes and procedures related to sustainability and their role; and
- Any known lessons learnt from this project and similar projects.

4.5.2 Project Induction

All personnel including Subcontractors are required to attend a compulsory site induction that includes a sustainability component prior to commencement on site. This is done to ensure all personnel involved in the Project are aware of the commitments made in this SuMP and to ensure that sustainability requirements are implemented.

The sustainability component of the site induction covers all relevant elements of the SuMP and would include as a minimum:

- Relevant details of the SuMP including its purpose and objectives;
- Details of the Sustainability Policy where applicable to personnel;
- Commitments made to achieving the IS rating;
- Examples of construction sustainability;
- Specific sustainability requirements and responsibilities for onsite personnel; and
- Key sustainability issues and opportunities where applicable.

4.5.3 Internal Communication

Communication and good working relationships between the environment and sustainability teams and the design and construction teams is vital to ensuring sustainability requirements are understood, integrated, and met. This will occur through day-to-day interactions supported by the following communication tools:

Regular project program reviews to identify upcoming activities and their sustainability requirements; Code of Behaviour which outlines guiding principles for community engagement;

- Internal noticeboards to display information at site buildings and main office promoting milestones and achievements; and
- Project inductions will include a section on sustainability, educating staff on key elements of sustainability in the project.

4.5.4 Sustainability Awareness and Monitoring

Periodic meetings and workshops will be held during the design and construction phase to ensure the project team's awareness of the relevant sustainability requirements, to map progress against sustainability initiatives and requirements and highlight any outstanding items and issues to be resolved.

General awareness of sustainability requirements detailed in this plan will be promoted through site toolbox talks conducted at pre-starts or when determined by the Sustainability Manager. The timing and content of such meetings will be aligned with the project works programme and the significant risks at that time will be appropriate to the audience and works undertaken.

In addition, weekly leadership meetings will be held and attended by key design, construction and senior management personnel and other relevant participants. These meetings will cover key environment, community, heritage and sustainability initiatives and concerns as well as provide a summary from the Environment and Sustainability Team of how the project is tracking against IS requirements.

4.5.5 Supply Chain Sustainability

All suppliers (includes partners, consultants, sub-contractors) working on the Project will be required to:

- Understand the project sustainability requirements and follow instructions issued by Project management and supervisory personnel
- Nominate project / site representatives to liaise with Project representatives with respect to sustainability requirements for their activities and take responsibility for these requirements
- Adhere to the Project management system and sustainability program as it applies to their operations
- Provide sustainability documentation to allow tracking of relevant sustainability initiatives including system compliance (quality, environment, safety), risk management, ethical behaviour, social responsibility, supply chain management, resource use (materials, energy, fuel and water consumption) and waste management,
- Have the opportunity to attend supply chain training online which will detail ways to be more sustainable, relevant legislation in Australia and compliance requirements, data requirements, and how to lift up sustainability outcomes

Sustainability performance of suppliers is to be monitored on a regular basis through a review of sustainability information submitted each month.

4.6 Monitoring

Sustainability performance will be monitored and reported as follows:

- Internal weekly progress meetings;
- Monthly Report to Inland Rail to include objectives and targets and identifies areas for improvement;
- Fortnightly Sustainability and Environment meetings with Inland Rail Sustainability Team to discuss IS progress;
- Annual review of the Sustainability performance to the Sustainability Champions and review against IS progress, including an IS Scorecard credit risk assessment; and
- Quarterly Scorecard infographic to the A2I team and relevant Inland Rail staff.

4.7 Auditing and Inspections

Site sustainability inspections will be undertaken using the Martinus Environment and Sustainability Weekly Inspection Checklist (MR-EF-001) on Procore during construction only. The sustainability component of the inspection will focus on issues such as environmental and social impacts, energy management, waste management, etc. Where required, actions may be raised to address any issues identified. These actions will be recorded and closed out in Procore. This sustainability inspection regime has been developed in line with the requirements of ISC credit Man-4. See Appendix D - Sustainability Audit and Review Schedule.

4.7.1 Audit schedule

Martinus Rail will undertake internal and external sustainability audits in accordance with the requirements of Level 2 Man-3 and Level 2 Man-4 of the IS Technical Manual Version 1.2. The audits and reviews undertaken for the Man-3 and Man-4 credits will address all the project's sustainability requirements. Martinus Rail will undertake final destination waste auditing for all waste streams containing significant quantities of reusable or recyclable materials. These requirements are summarised in Table 9 below.

TABLE 9 AUDIT SCHEDULE

Requirement	Audit Type	Frequency
Man-3	Independent Sustainability Professional (ISP) review	Quarterly during design and construction
Man-4	Management system audits	At least one external audit during design. During construction, four audits are conducted per year, comprising a minimum of one external audit
Man-4	Site management inspections	At least weekly during construction
Was-1	Final destination waste audits	Every 6 months during construction

A Sustainability Audit and Review Schedule has been developed to plan and track audits and reviews to meet the ISC and contractual requirements. The schedule is continuously updated as the project progresses, see Appendix D.

4.8 Risk and Opportunity Management

Sustainability risk and opportunity will be recorded in the project's Risk and Opportunities Register. This is consistent with the IS requirements under Man-2 – risks and opportunities management, including environmental, social, and economic aspects will be documented in the Risk and Opportunities Register. This ongoing process will include formal reviews at least annually and at key project phases. Responsibility for identifying and assessing these risks and opportunities will involve all project staff, with specific guidance from the Environment and Sustainability Manager and Sustainability Advisor.

This approach ensures alignment with Man-2's requirements and enables a structured process for recording and addressing both risks and opportunities throughout the project lifecycle.

Risk assessment will be on-going throughout project delivery. Emphasis will be placed on risks to the IS rating, including risks around the achievement of the IS strategy. All relevant project staff are responsible for management of sustainability risk identification and assessment in consultation with the Sustainability Team. Ongoing forums for the identification of emerging risks include:

- Project Risk meetings;
- Toolbox talks; and
- Site sustainability inspections.

4.9 Reporting

Sustainability performance will be reported as per the requirements of the *3-0000-210-ESS-00-SP-0001 Specification – Inland Rail Sustainability Requirements – Albury to Parkes* and *0-0000-900-ESS-00-RP-0003 Inland Rail Sustainability Strategy*. The key elements related to sustainability and how this will be reported against is detailed below in Table 10.

TABLE 10 SUSTAINABILITY REPORTING

Report	Frequency/timing	Content
Monthly report	Monthly - On the ninth Business Day after the end of each relevant month	The monthly sustainability report forms part of the monthly project report within Inland Rail's Sustainability Reporting System. The report will include updates on progress against project sustainability objectives and targets, activities undertaken in the month and sustainability metrics such as greenhouse gas emissions, embodied energy from materials used on the project, water use and risks and opportunities.
Annual report	Annually	Provision of supporting material to allow ARTC to complete Annual National Greenhouse and Energy Reporting. Relevant material will also be supplied to Inland Rail for inclusion in the Annual Sustainability Report.

4.10 Continuous Improvement

As part of a continuous improvement process, Martinus will develop, amend and update this SuMP throughout the duration of A2I design and construction. The continuous improvement process will:

- Identify areas of opportunity for improvement of sustainability management and performance;
- Determine the cause or causes of non-conformances and deficiencies;
- Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies;
- Verify the effectiveness of the corrective and preventative actions;
- Document any changes in procedures resulting from process improvement; and
- Make comparisons with objectives and targets.

4.11 Integrating Sustainability in Design

The key actions to embed sustainability into design include:

- Integrating sustainability requirements and performance specifications in design packages;
- Preparing a register of sustainability requirements and responsibilities; and
- The Sustainability Manager reviewing design changes for high materiality sustainability initiatives.

The Sustainability Manager will prepare a “Sustainability In Design Register” (SiDR) which will outline the project sustainability requirements, responsible parties and identify which functional leads and design packages are associated with and responsible for the delivery of individual requirements. The primary functions of the register are to:

- Confirm design integration of recommendations from the EIS, SuMP and/or other relevant investigations;
- Enable the design team to develop appropriate methods for integration of sustainability recommendations;
- Provide an audit function to ensure all sustainability recommendations are incorporated into the design;
- Promote communication between the design team and sustainability team; and
- Ensure sustainability recommendations are integrated into construction documentation.

5 DESIGN AND AS-BUILT IS RATING

5.1 Overview

Inland Rail has registered the A2I project for a Design and As Built rating with ISC in accordance with the IS v1.2 Technical Manual. As detailed in Section 1.1, Martinus must achieve a minimum IS “Excellent” Design and As-Built rating.

As part of its Sustainability Strategy, Inland Rail has developed:

- A Program wide Environment and Sustainability Policy (0-0000-900-ESS-00-PO-0001) Sustainability Strategy 0-0000-900-ESS-00-RP-0003
- Monthly reporting templates and a digital Sustainability Reporting System;
- A Program wide deconstruction plan; 3-0008-230-ESS-06-RP-0227
- A climate change adaptation risk framework; 0-0000-900-ESS-00-ST-0001_1
- A renewable energy report; 3-0008-230-ESS-06-RP-0223
- A GHG calculator; 2140-G-01-18-02
- Inland Rail IS Rating Submission and Style Guide (0-0000-900-ESS-00-GU-0002)
- A Business As Usual (BAU) assumptions document which has been verified by ISC; and
- Procurement documents which incorporate sustainability.

In addition, the following credits have received program-wide approval from ISC. The associated Credit Summary Forms will simply require A2I specific detail prior to submission to ISC for verification:

- Man-1 Sustainability Leadership and Commitment;
- Man-3 Organisational Structure, Roles and Responsibilities;
- Man-5 Reporting and Review;
- Pro-1 Commitment to Sustainable Procurement;
- Pro-2 Identification of Suppliers; and
- Was-3 Diversion from Landfill.

5.2 Weightings Assessment

A weightings assessment was undertaken with a multi-disciplinary group of participants from the project team. The weightings assessment was used to identify the most material (important) sustainability issues for the project and adjusts the weightings within the IS rating tool to tailor and focus the tool to the specific project stakeholders and context.

5.3 IS Rating Target

An initial IS Design scorecard has been completed for the project. The scorecard was developed with reference to the Sustainability Preliminary Performance Assessment – Albury to Illabo (2-0008-210-ESS-00-RP-0003). This scorecard will evolve as the design progresses and will form the basis for the As-Built scorecard and rating target. Martinus is targeting an ‘Excellent’ rating.

5.4 Base Case

A reverse-calculated base case approach will be taken on the A2I project. The starting point from which the base case will be determined will be the 100% reference design provided by ARTC during the tender phase of the project. Sustainability initiatives included in the reference design will be reverse calculated to provide a Business As Usual scenario for the project. Potential and or proposed amendments to the base case assumptions will be collated as they arise and are deemed necessary.

The Design life is specified in Annexure B Technical Requirements (0-0000-214-PSR-00-SP-0003) of the IR Specification, to have a minimum of 100 years without any significant upgrade or repurposing.

6 IS PROJECT APPROACH

The table below outlines Martinus' pathway to reaching the IS rating target of an 'excellent' rating. As design progresses, the table will be updated with more information on the initiatives that the project will be delivering to address the credit requirements. A List of potential/foreseeable technical clarifications and credit interpretation requests, and any matters to be discussed with IS Council will be developed overtime.

TABLE 11 ISC PROJECT APPROACH

Credit	Target Level	Project Approach
Man-1 **Sustainability leadership and commitment**	3/3	The commitments in the Inland Rail Environment and Sustainability Policy mitigate negative environmental, social, and economic impacts. For each commitment there is at least one objective and or target in the Inland Rail Sustainability Strategy. These objectives and/or targets are embedded in the project contracts through the requirement for Martinus Rail to achieve an 'Excellent' IS v1.2 rating for the project. The sustainability commitments in the Inland Rail Environment and Sustainability Policy go beyond mitigating negative impacts to restorative actions (ie net positive benefits for society and the environment) and are publicly stated through the Inland Rail website. The Inland Rail Environment and Sustainability Policy has been in place for the entire rating phase for the A2I project and is endorsed by senior management.
Man-2 **Risk and opportunity management**	2/2	The project risk register will incorporate risks and opportunities that include environmental, social and economic aspects (at least one risk and opportunity for each) and covers the entire project scope. The risk register includes assessment of likelihood and consequence that are used to rate the risks and opportunities as well as controls to treat or manage the risks. Where risks are accepted and handed over, justifications will be recorded in the risk register. Risk registers are formally reviewed and updated when needed each month by the project risk manager as well as at the end of each key project phase (ie Design, Construction, and handover for Operation).
Man-3 **Organisational structure, roles and responsibilities**	2/2	Responsibility for sustainability for the A2I project rests with the Environmental and Sustainability Manager, Chris Standing who is a member of the leadership team. He will be supported by Matt Di Marco as Sustainability Lead and Lisa Ly as Sustainability Manager who are both ISAP. Inland Rail has appointed Scott Losee as the Independent Sustainability Professional and Auditor for the program. Scott is engaged to review and monitor performance of Martinus at least quarterly in the design and construction who provides independent reports to Inland Rail and Martinus.
Man-4 **Inspection and auditing**	2/2	Internal sustainability inspections of site management will be conducted weekly during construction using the Martinus site inspection checklist. Independent audits of the Martinus sustainability management system are conducted by the Inland Rail appointed auditor, Scott Losee. Scott holds an Exemplar Global Auditor Qualification. At least one external audit will be conducted during design and at least one external audit will be conducted each year during construction. This will be complimented by quarterly internal audits performed by Chris Standing, Environmental and Sustainability Manager during construction. Chris holds an Exemplar Global Auditor Qualification. Audits will focus on the most material sustainability issues. The identification of these issues will be informed by consideration of the weightings assessment for the project.
Man-5	2/3	Martinus prepares a monthly report with a sustainability section for senior management. The sustainability report includes reporting against the objectives and targets outlined in the Sustainability Management Plan and includes identification of areas for

Reporting and review		improvement. Sustainability performance is reviewed formally by senior management at least annually where the management review identifies the need for action, improvements and/or changes to the sustainability management system. will be implemented through formal review of the Sustainability Management Plan and/or its supporting systems and processes.
Man-6 **Knowledge sharing**	2/3	Sustainability knowledge will be shared to all people working on the project through customised slides in the pre-start induction package that identify the sustainability requirements and implications for workers on the project. This will include examples of sustainability lessons learnt from other Martinus projects and other Inland Rail projects. Sustainability knowledge will also be shared to the broader Martinus Rail (parent organisation) team. Sustainability knowledge from outside the project will be shared through the Inland Rail Quarterly Contractor Forum and Martinus will ensure that A2I project personnel attend and contribute to those forums. Sustainability case studies in the Inland Rail Annual Sustainability Report are also shared on the Inland Rail website and social media channels to share information with the wider industry.
Man-7 **Decision-making**	2/3	Significant issues and decisions in the project will be identified using the Martinus significant issue metrics which include all issues with a financial impact of more than $2m, all issues that impact environmental approvals for the project, all issues that have a significant impact on external stakeholders or neighbours and all decisions that are expected to impact the project KPIs. For significant issues, Martinus will use a scored multi-criteria analysis to inform decision making. The MCA will consider environmental, social and economic aspects and compare options using an assessment against business as usual and other proven approaches in comparable situations. Where relevant, the MCA will consider impacts over the forecast useful life of the asset or option being considered rather than take a narrow view of just operating or capital costs and benefits. The MCA will include at least one non-financial sustainability criterion and the weighting of non-financial criteria must be greater than 20% of the total weighting applied.
Pro-1 **Commitment to sustainable procurement**	3/3	The Martinus' Sustainability Policy and Inland Rail Sustainable Procurement Policy includes sustainability commitments and is publicly available from the Inland Rail website.
Pro-2 **Identification of suppliers**	2/3	Martinus Rail require all potential suppliers to complete a pre-qualification questionnaire that requests potential suppliers to submit a copy of their environmental or sustainability policy and evidence of implementation of the policy such as regular audits, evidence of the policy being displayed in the workplace or evidence of employee induction / training programs that cover the details of the policy and expectations of employees.
Pro-3 **Supplier evaluation and contract award**	-/3	Note that this credit is addressed at the As Built stage and does not contribute to the Design rating. The Martinus Rail procurement processes evaluate the sustainability aspects of tenders using qualitative criteria. High impact sustainability goods and services are those identified as being potentially high environmental or social impact by a risk assessment or similar approach.
Pro-4 **Managing supplier performance**	-/3	Note that this credit is addressed at the As Built stage and does not contribute to the Design rating. The Martinus Rail supplier management procedures include monitoring of supplier performance against the sustainability objectives and targets included in supplier contracts. Monitoring is undertaken monthly using evidence supplied with supplier invoices. The management procedure includes active steps to address poor

		sustainability performance. These include corrective action notices and contract non-conformance notices.
Cli-1 **Climate change risk assessment**	2/3	A detailed climate change risk assessment report will be prepared that incorporates the Climate Change in Australia projections for the Murray Basin region. The risk assessment will consider direct and indirect risks over the forecast useful life of the asset using the 2070 and 2090 projections including consideration of how risks relate to each other and interdependencies. The risk assessment will follow the guidance described in AS5334. A multi-disciplinary team will participate in a workshop to consider the risks identified and to workshop adaptation measures that could be incorporated in the design. This multi-disciplinary workshop will evaluate the assessment of untreated risks and the re-assessed residual risk ratings after treatments have been applied.
Cli-2 **Adaptation options**	2/3	Adaptation options to treat all extreme and high priority climate change risks as well as at least 25% of all medium priority climate change risks will be identified, assessed and appropriate measures will be implemented in the Design reports and/or management plans. After treatment, there will be no extreme priority residual climate change risks.
Ene-1 **Energy and carbon monitoring and reduction**	2/3	Energy and GHG emissions modelling will be prepared, and the modelling will cover Scope 1 and Scope 2 emissions and land clearing and will consider impacts across the infrastructure lifecycle. Management plans will outline monitoring of energy consumption (generally in line with NGER reporting requirements) and land clearing so that progress is able to be progressively reported (monthly) throughout construction and operation. The project is targeting emissions reductions of 15% when compared to the base case.
Ene-2 **Use of renewable energy**	1/3	Opportunities for use of renewable energy will be comprehensively investigated and documented in an opportunity analysis completed by the BG&E/Aurecon DJV. Any opportunities (such as solar battery power systems) with a payback of less than one year will be implemented. Opportunities with payback greater than one year will be implemented if they satisfy the project's investment criteria. The project is targeting Level 1 for this credit.
Wat-1 **Water use monitoring and reduction**	2/3	A detailed water balance study will be prepared by the BG&E/Aurecon DJV of the Base Case and actual case including actions to reduce water consumption. An opportunity analysis of water reduction initiatives will be undertaken to inform action to be implemented. Management plans will outline monitoring of water consumption so that progress is able to be progressively reported (monthly) throughout construction and operation. The project is targeting water reductions of 15% when compared to the base case.
Wat-2 **Replace potable water**	2/3	Non-potable water options will be assessed and reported in the water balance report. The project is targeting Level 2 for this credit (33% replacement of potable water with non-potable water).
Mat-1 **Materials footprint measurement and reduction**	2/3	A materials model will be developed using the IS Council's Material's Calculator to assess the impact of materials used on the project over the infrastructure lifecycle. The Materials Calculator will be completed for the base case as well as the actual case and the modelling approach and initiatives implemented to reduce impacts will be discussed in a materials model report. Management plans will outline monitoring of materials use and reuse so that progress is able to be progressively reported (monthly) throughout construction. The project is targeting material impact reductions of 15% when compared to the base case.
Mat-2	-/3	Note that this credit is addressed at the As Built stage and does not contribute to the Design rating. Suppliers of materials for the construction works will be requested for

Environmentally labelled products and supply chains		copies of any EPDs or environmental certifications for the materials that they supply. Items with EPDs supplied on other Inland Rail projects include Infrabuild Steel Rail; ARC Reinforcing bar; ARC reinforcing mesh; Humes reinforced concrete pipes; Humes precast culverts. The project is targeting Level 2 of this credit with a stretch target of Level 3.
Dis-1 **Receiving water quality**	1/3	Baseline quality of receiving waterways will be determined through detailed monitoring program implemented during the detailed design phase of the project. Monitoring and modelling of water discharges and receiving waters is undertaken at appropriate intervals and at times of discharge during construction and demonstrates no adverse impact on receiving water environmental values. Appropriate intervals include prior to dewatering, following cessation of rainfall that results in a flow event off site, or weekly during ongoing flows offsite and prior to initial use. For more details on frequency refer to T5-0052-214-PMA-00-PL-0059 The infrastructure does not increase peak stormwater flows for rainfall events of up to a 1.5 year ARI event discharge. Measures to minimise adverse impacts to receiving water environmental values during construction and operation will be identified and implemented. The CEMP will include details of erosion and sediment controls that will be installed and monitored throughout construction.
Dis-2 **Noise**	3/3	Details from the EIS studies on location of noise sensitive receivers will be considered in the construction planning methodology. Martinus will work closely with Inland Rail to ensure adequate considerations are made during delivery and operation of the project. Martinus will work with Inland Rail to ensure adequate evidence is captured in environmental assessment documentation to meet ISC requirements, i.e. noise impact assessments to include background noise levels, locations of sensitive receivers, and potential impacts from the operation of the asset. Monitoring of noise levels will be undertaken during high impact work and in response to any noise complaints made during construction. This will require close communication and coordination with the Martinus Communication and Stakeholder Engagement Lead and the Martinus Environment and Sustainability Manager. In the design phase, noise modelling will be used to demonstrate no recurring or major divergences from the noise management processes in the IS Council approved noise guidelines. Modelling of operational noise will be provided that demonstrates no recurring or major exceedances of noise goals after implementation of noise mitigation measures.
Dis-3 **Vibration**	3/3	Details from the EIS studies on location of vibration sensitive receivers will be considered in the construction planning methodology. Martinus will work closely with Inland Rail to ensure adequate considerations are made during delivery and operation of the project. Martinus will work with Inland Rail to ensure adequate evidence is captured in environmental assessment documentation to meet ISC requirements, i.e. vibration impact assessments to include background levels, locations of sensitive receivers, and potential impacts from the operation of the asset. Monitoring of vibration levels will be undertaken during high impact work and in response to any vibration complaints made during construction. This will require close communication and coordination with the Martinus Communication and Stakeholder Engagement Lead and the Martinus Environment and Sustainability Manager. In the design phase, vibration assessment (modelling) will be used to demonstrate no recurring or major exceedances of the vibration goals for human comfort criteria for

		construction or operation. Monitoring during construction informed by pre-construction dilapidation surveys will be undertaken to confirm that there has been no damage to buildings or structures as a result of vibration caused by construction. Modelling of operational vibration will be provided that demonstrates no exceedances of vibration goals for human comfort criteria.
Dis-4 **Air quality**	2/3	Details from the EIS studies on location of sensitive receivers will be considered in the construction planning methodology. Martinus will work closely with Inland Rail to ensure adequate considerations are made during delivery and operation of the project. Air quality goals for construction will be clearly identified in the Construction Environmental Management Plan (CEMP). Martinus will work with Inland Rail to ensure adequate evidence is captured in environmental assessment documentation to meet ISC requirements, i.e. air quality assessments to include background levels, locations of sensitive receivers, and potential impacts from the operation of the asset. Monitoring of air quality will be undertaken during high impact work and in response to any air quality complaints made during construction. This will require close communication and coordination with the Martinus Communication and Stakeholder Engagement Lead and the Martinus Environment and Sustainability Manager. In the design phase, air quality assessment (modelling) will be used to demonstrate no recurring or major exceedances of the air quality goals for construction or operation. Modelling of operational air quality will be provided that demonstrates no exceedances of air emission or air quality goals.
Dis-5 **Light pollution**	1/1	Measures to prevent light spill during construction will be identified in the Construction Environmental Management Plan and site-specific Traffic Management Plans and will be implemented. The lighting designs for permanent lighting for operation will prevent horizontal light spill through compliance with the numerical limits for obtrusive lighting Tables 2.1 and 2.2 of AS4282. This will generally ensure that light spill onto sensitive receivers does not exceed 2 lux. Light fittings used for operation will ensure that upward light spill is prevented wherever possible and limited to less than 3%.
Lan-1 **Previous land use**	3/3	The project disturbance footprint will be minimised and measured using surveys that will be provided in LiDAR. Martinus will work closely with Inland Rail to ensure adequate considerations are made during delivery and operation of the project.
Lan-2 **Conservation of onsite resources**	2/3	Conservation of topsoil and subsoil is considered in the Construction Environmental Management Plan (CEMP) and Spoil Management Plan. All subsoil and topsoil impacted by the project will be separated and protected from degradation, erosion or mixing with fill or waste. At least 95% of all topsoil (by volume) will be managed and redistributed so that it retains its productivity and is beneficially re-used on or nearby to the project. This will be addressed in the Construction Environmental Management Plan (CEMP).
Lan-3 **Contamination and remediation**	2/3	Contamination assessments have been completed in the EIS stage and will be updated with further assessment as part of the project design phase. Remediation options for identified contamination will be selected using a sustainability hierarchy. The sustainability appraisal of remediation options will include at least one indicator from each of the sustainability dimensions – environmental, social and economic, as

		described in Table 1 of 'A Framework for Assessing the Sustainability of Soil and Groundwater Remediation' (SuRF 2009). The site assessment and remediation appraisal will be managed, reviewed or audited by a suitably qualified professional that meets the requirements of Schedule B(9) of the National Environmental Protection Measure (NEPM 1999 (as amended 2013)) for the Assessment of Site Contamination.
Lan-4 **Flooding design**	1/2	Martinus will work with available data to consider climate change projections and best practice flooding considerations into the design of the asset. The current design expectation is that flooding impacts are within Quantitative Design Limits (QDLs) detailed within the EIS, in accordance with the CoAs and Updated Mitigation Measures (UMMs).
Was-1 **Waste management**	2/2	Predictions for waste quantities and types have been developed for construction and operation in the Construction Waste Management Sub-plan. The Construction Waste Management Sub-plan also includes identification of a range of measures to minimise waste during construction and operation. During construction, monitoring of wastes will be undertaken as part of weekly environmental inspections of site and waste quantities will be recorded and reported monthly. Waste monitoring and management will be audited at least annually by an Environmental Advisor with at least 5 years waste management experience. A detailed plan for these audits for the construction phase will be included in the Construction Waste Management Sub-plan. In addition to audits of the waste monitoring and management, auditing to final destination will be conducted at least 6 monthly during construction. These audits will include a physical / visual verification of the waste destinations of significant waste streams that will be reported with photographic evidence.
Was-2 **Diversion from landfill**	2/3	Note that this credit is addressed at the As Built stage and does not contribute to the Design rating. All of the following targets for landfill diversion will be achieved or bettered: • 80 to <100% by volume of inert and non-hazardous waste • 50 to 90% by volume of inert and non-hazardous waste • 40 to 60% by volume of office waste. The Construction Waste Management Sub-plan and waste tracking sheets will meet this requirement.
Was-3 **Deconstruction/ Disassembly/ Adaptability**	3/3	The Inland Rail Deconstruction Plan template will be reviewed and amended to suit the scope of work for the A2I project. Updates to the template for the project will ensure that at least 50% by value of components or prefabricated units used in the construction can be easily separated into material types suitable for recycling or reuse.
Eco-1 **Ecological value**	1/3	The ecological value of the site will be maintained. Wherever possible reduction in vegetation cover will be minimised. Any remaining impacts will be offset by Inland Rail.
Eco-2 **Habitat connectivity**	2/3	As an existing railway, there is a low degree of existing habitat connectivity along the A2I corridor. Offsets secured by Inland Rail may address part of any impacts to habitat connectivity and further opportunities to enhance connectivity will be investigated in the detailed design phase. An ecological management plan will be developed and implemented to demonstrate the management of the long term ecological values of the sites.
Hea-1	3/3	Measures to positively contribute to community health and wellbeing for three priority issues will be identified and implemented. This will be evidenced through design reports

Community health and well-being		and/or procurement, training or management plans. Measures will be tested with relevant stakeholders as part of the design development process. Monitoring of community health and wellbeing indicators related to the priority issues will be undertaken at appropriate intervals during construction of the asset to demonstrate improvement of the relevant indicators.
Hea-2 **Crime prevention**	2/2	The likelihood of crime will be reduced through implementing appropriate CPTED guidelines in design, construction and operation. Any tunnels or underpasses included in the design will have end-to-end visibility. Temporary construction diversions and lighting will be designed to meet CPTED guidance.
Her-1 **Heritage assessment and management**	2/3	The heritage assessment will be completed in accordance with the Burra Charter definition. Baseline surveys of existing heritage will form part of the assessment as will predictions of heritage impacts likely to occur as part of construction and operation of the infrastructure. Community heritage values will be identified through consultation with the local communities and key stakeholders and integrated into heritage studies. Community and key stakeholders will also be asked to review the draft findings of the heritage assessment report and will be invited to provide comments. Heritage values from registers as well as any heritage values not identified in registers will be included in the assessment. This will include investigation of any intangible heritage values that may be known by or be important to the community. Opportunities for heritage interpretation and enhancement will be explored during the detailed design phase and will be implemented as part of the project construction. An interpretation plan will be developed as part of the design deliverables.
Her-2 **Monitoring and management of heritage**	-/3	Note that this credit is addressed at the As Built stage and does not contribute to the Design rating. Martinus will develop a heritage monitoring plan to be implemented throughout the construction phase. Monitoring reports will be prepared to track progress of monitoring activities and describe the success or otherwise of heritage management activities and to recommend any changes needed to improve heritage outcomes. The monitoring plan will also include an unexpected finds procedure. Heritage monitoring will be undertaken by a suitably qualified heritage professional with at least 5 years' experience in monitoring of heritage and a formal qualification in cultural heritage.
Sta-1 **Stakeholder engagement strategy**	2/3	Martinus' Communication and Stakeholder Engagement Plan (CSEMP) will provide a comprehensive plan for implementing stakeholder engagement for the project. This CSEMP will address all 12 dot points for a comprehensive stakeholder engagement strategy as outlined in the IS v1.2 Technical Manual. The CSEMP will be managed and reviewed by a suitably qualified professional with at least 5 years' experience in stakeholder engagement and is a current member of IAP2 or has 10 years' experience in stakeholder engagement. In addition, the strategy will be reviewed / audited by Inland Rail's independent stakeholder engagement auditor. The CSEMP will be implemented, and formal monitoring, evaluation and corrective action processes will be implemented. The community will be informed of the draft strategy and will be provided an opportunity to provide feedback. Community feedback will be documented and used to guide completion of the final strategy.

Sta-2 **Level of engagement**	1/3	The Martinus CSEMP identifies negotiable issues and commits to stakeholders participating in these issues at the level of 'involve' or higher on the IAP2 spectrum. The CSEMP also notes the non-negotiable issues that stakeholders will be informed about through communication materials prepared for the project and distributed to the community through community newsletters, stakeholder letters, minutes of stakeholder meetings and/or the Inland Rail website.
Sta-3 **Effective communication**	2/2	Martinus CSEMP will ensure that the community is provided with information that: • • is provided in a timely manner • • supports community participation • • is meaningful and relevant • • is accessible AND This has been verified by Inland Rail's independent audit auditor in their annual audit.
Sta-4 **Addressing community concerns**	2/2	After implementation of the Martinus CSEMP, the community will believe their concerns have been considered and addressed. AND This has will have been verified by Inland Rail's independent audit auditor in their annual audit.
Urb-1 **Urban design**	3/3	Martinus will develop a detailed urban and landscape design plan and will implement the plan in construction. The plan will include: 1. Site analysis; 2. Vision and objectives for the infrastructure; 3. Site planning; and 4. Strategies that respond to: a. the relevant People and Place principles outlined in the Australian Urban Design Protocol (AUDP) or b. other ISC approved guidelines. The Urban Design Plan will be internally reviewed by Inland Rail's urban and landscape design team.
Urb-2 **Implementation**	-/2	Note that this credit is addressed at the As Built stage and does not contribute to the Design rating. The urban and landscape designs will be implemented in construction. Martinus will develop an urban and landscape management plan and transfer that plan to ARTC for ongoing management of the urban and landscape design elements incorporated in the asset. Martinus will review/audit the implementation of the urban and landscape designs and monitoring plan including review of monitoring checklists and preparation of reports to demonstrate that there is a high level of compliance with the urban and landscape designs and the monitoring plan.

Inn-1 **Innovation**	4/10	Martinus has identified several innovations that will be implemented in the design and construction of the asset. These include but are not limited to: • ARTC Earthworks Specification • Inland Rail tangential track profile • Inland Rail sustainability webinars and mentoring platform for suppliers • MST bar • Bat hotels • Vac truck – Solid splitter.
TOTAL	75	

7 KEY SUSTAINABILITY INITIAVES

7.1 Procurement and Purchasing

Martinus will adopt and operate under a sustainable procurement framework to balance economic, environmental and social considerations in the procurement process. The sustainable procurement framework will help identify and support a selection of sustainable products and services, educate our supply chain on sustainability requirements and targets, and develop a process that draws together the knowledge and technical advances our supply chain can offer in order to improve sustainable outcomes and solve challenges.

These processes and procedures incorporate the ISO 20400:2017 Sustainable Procurement – Guidance framework. These standard states that sustainable procurement represents an opportunity to provide more value to the organisation by improving productivity, assessing value and performance, enabling communication between purchasers, suppliers and all stakeholders, and by encouraging innovation. Procurement will also be undertaken in accordance with the Inland Rail Sustainable Procurement Policy (0-0000-900-PCM-00-PO-0002), the Sustainable Procurement Guide (Australian Government, 2013) and the NSW Government Resource Efficiency Policy (OEH, 2014b).

In addition to that, we will build a number of sustainability measures into the procurement process, including:

- Identifying key sustainability packages in the procurement schedule
- Requiring suppliers and subcontractors to provide evidence of their sustainability policy and its implementation and in the case of lack, that they agree to accept the sustainability policies of Martinus and Inland Rail, as well as other key sustainability requirements
- Success of policy implementation and/or innovative solutions are encouraged.
- Integrating a sustainability section into all request for tender packages and scope of work documents
- Ensuring all tenderers complete and submit the pre-contract supplier assessment and that each submission includes adequate responses to all sustainability items
- Ensuring qualified representatives are involved in tender evaluations and any tender meetings with potential tenderers where sustainability has been identified as a requirement
- Making sustainability a stand-alone agenda item for final clarification in tender selection meetings
- Clearly outlining the Projects Sustainability objectives and targets, for example- 15% reduction in energy, 10% reduction on materials and 10% on water consumption across construction and operation.
- Mandating the provision of sustainability performance data by selected suppliers on a monthly basis during the delivery of contracted works.
- Undertaking audits in accordance with the auditing strategy when required
- Considering sustainability principles and related KRAs in making procurement decisions
- Publicly stating our sustainable procurement commitments

Sustainable procurement and purchasing tasks already undertaken by Martinus include:

- Developing and implementing a Sustainability Questionnaire that is sent to relevant tenderers. Responses to this questionnaire must be submitted as part of subcontractors'/suppliers' response to tender. The questionnaire requires responses to:
    - Price,
    - Commercial,
    - Workplace health and safety,
    - Environment, cultural heritage and sustainability,

- Quality assurance,
- Industrial relations,
- Community and stakeholder management, and
- Social procurement
- Developing and implementing a tender multi-criteria analysis to assess responses to the Sustainability Questionnaire; and
- Including the following in tender documents to relevant subcontractors/suppliers tendering on Martinus works:
    - Martinus sustainability obligations and targets,
    - A requirement for the relevant successful subcontractors/suppliers to complete sustainability reporting, and
    - Any tender specific sustainability requirements.

Subcontractor and supplier selection will be based on the quality of tender documentation received from the supplier using the multi-criteria analysis against the scope of works and responses to the Sustainability Questionnaire. Weightings for tender evaluation are:

- Price – 60%;
- Commercial – 4%;
- Project Management/Systems (including sustainability, environment, cultural heritage, safety and quality) – 20%; and
- Social procurement – 16%.

APPENDICES

APPENDIX A

Sustainability Policy

Inland Rail Environment and Sustainability Policy

Inland Rail commits to the following throughout design, construction and operation:

- **No harm:**
  - Our goal is that no-one is harmed at work or on our network.
- **Engage early and meaningfully with stakeholders, including First Nations organisations, communities, industry and government:**
  - Build effective working relationships and a shared understanding of the Program and solutions.
- **Promote long-term economic benefits within communities:**
  - Create lasting opportunities for development of skilled local and First Nations workers;
  - Support local and First Nations businesses to ensure they are prepared for and provided with opportunities to participate; and
  - Enable Inland Rail to be a catalyst for complementary private sector investment.
- **Protect the environment by minimising the environmental footprint:**
  - Apply the principles to avoid, minimise, offset to manage impacts to receiving environments and ecological values;
  - Reduce greenhouse gas emissions, minimise waste and apply circular economy principles of reuse and repurposing of materials;
  - Minimise water use;
  - Continually investigate opportunities to improve environmental values and prevent pollution, and;
  - Obtain and comply with all environmental approvals and compliance obligations.
- **Future-proof Inland Rail so it is efficient and effective in the long term:**
  - Design for climate change resilience;
  - Incorporate the future demand requirements and corridor uses in current design.
- **Base decisions on a balanced consideration of technical, economic, environmental and social elements:**
  - Adopt a consistent approach across the Program.
- **Regularly review and audit processes and performance:**
  - Challenge the way we have always done things – ensure we are doing what we said we would do.
- **Drive a culture of continuous improvement:**
  - Seek to improve, collaborate and value add throughout delivery, and;
  - Continually improve our Environmental Management System to enhance environmental performance.

March 2023

APPENDIX B

Organisational Chart

A2P Enhancement Organisational Chart - Project Management Office (Sydney and Brisbane)

MARTINUS INLAND RAIL

PROJECT LEADERSHIP GROUP MEMBERS

- ARTC Rep 1 +
- ARTC Rep 2 +
- Chief Operating Officer — Ryan Baden
- General Manager - Major Projects — Gavin Murphy

General Manager - Major Projects
Gavin Murphy

Project Director (Contractors Representative)
Peter Weiley

Project Manager
Daniel Viviers

Office Manager
Cassandra Murnieks

IT Support
Shailesh Desai

Commercial Manager
George Karalis

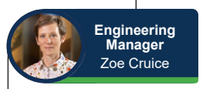
Third-Party Interface and Utilities Manager
Aleks Stojanovski

Senior LGA Returned Works Engineer
Dinesh Nijhawan

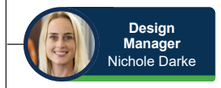
Traffic Manager
TBC

Planning Manager
Leah Breen

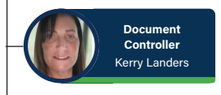
Planner
Rodante Leano



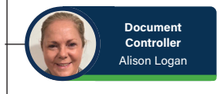
Engineering Manager
Zoe Cruice



Design Manager
Nichole Darke



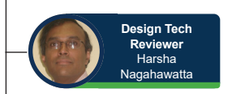
Document Controller
Kerry Landers



Document Controller
Alison Logan

Engineering Coordinator
Jason Chen

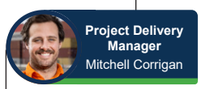
Digital Engineering Lead
Zane Priest



Design Tech Reviewer
Harsha Nagahawatta

GIS Specialist
TBC

SESA Manager



Project Delivery Manager
Mitchell Corrigan

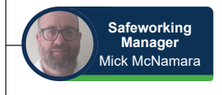
Signalling & Commissioning Manager
Nathan Rice

Quality Assurance & Completions Manager
Ken Collins

Survey Manager

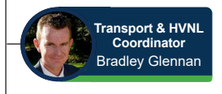
Safety Manager
Garry Swann

Rail Safety Manager
Andy Hoffman



Safeworking Manager
Mick McNamara

Safety Coordinator
Gary Wilson

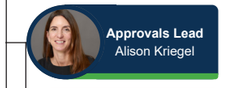


Transport & HVNL Coordinator
Bradley Glennan

Occupational Hygienist

Security Manager

Environmental & Sustainability Manager
Chris Standing



Approvals Lead
Alison Kriegel

Approvals Support

Sustainability Lead
Matt Di Marco

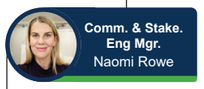
Sustainability Advisor
Isabel Rivas

Sustainability Support

Evironmental Lead
Simon Fisher

Environmental Support

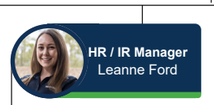
Herritage Lead



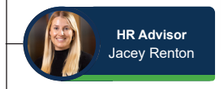
Comm. & Stake. Eng Mgr.
Naomi Rowe

Social Performance Specialist
TBC

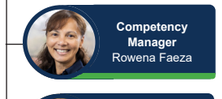
Indigenous Participation



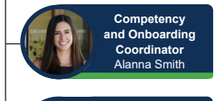
HR / IR Manager
Leanne Ford



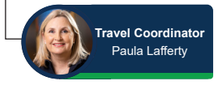
HR Advisor
Jacey Renton



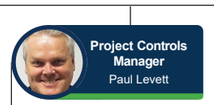
Competency Manager
Rowena Faeza



Competency and Onboarding Coordinator
Alanna Smith

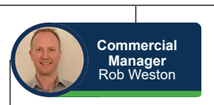


Travel Coordinator
Paula Lafferty



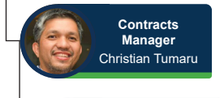
Project Controls Manager
Paul Levett

Project Controls Engineer
Theodora Cheng



Commercial Manager
Rob Weston

Senior Contracts Manager
Paul Brennan



Contracts Manager
Christian Tumaru

Senior Contract Administrator
Rosario Mamani

Contract Administrator
Hossein Kazerooni

Quantity Surveyor
Richard Brewster

Procurement Manager
Scott Craik

Procurement Lead
Anirudh Khatri

Procurement Trainee
Tiana Kohlhase

Commercial Support
Nick Jones, Floraceli Dizon

Finance Manager
Neil White

Senior Project Accountant
Kirsten Reilly

Cost Admin
Harriet McHugo

Senior Quantity Surveyor
Amy Lovell

Cost Controller
Jonas Enjalbert

Accounts Payable / Payroll

- Martinus
- Specialist Sub-consultant
- Aldridge
- Adhoc Project Support
- Candidate not confirmed
- Candidate pending
- Candidate confirmed

5-0052-214-PMA-00-CH-0001_10

09/12/2024

A2P Enhancement Organisational Chart – Design phase

MARTINUS INLAND RAIL

PMO AND DELIVERY TEAM
FUNCTIONAL REPORTING LINES

- SESA Manager Arch
- Environmental & Sustainability Manager — Chris Standing

- Engineering Manager — Zoe Cruice
- Design Manager — Nichole Darke

- Signalling & Telecoms PM — Wayne Bradford
  - Signalling & Telecoms Design Manager — Daniel Oakes
    - Signalling Principal Designer — Neil Shineton
    - Design Validation Design Integrity Tester — Ian Hayes
    - Telecoms Support — Barney Schubert
    - Signalling Design Lead
      - Signalling Design Engineers x2
        - Snr. Signalling Design Engineers x2
- Urban Design & Landscaping Design Manager — Kash Rangan
  - Urban Design Lead — Martin Vresete
  - Landscaping Lead — Matthew Easton
- Heritage Lead — Dr Jodie Benton
  - Principal Archaeologist — Ben Churcher
  - Heritage Consultant — Dr Bernadette Drabsch
- DJV PM — Frank Banno
  - Design Manager — André Wepener
    - Design Coordinator — Michal Plesko
  - Project Controls — Kavita Vlad, Helena Mavroudis
    - Digital Engineering — Colin Duck, Matt Curran
- Digital Engineering Lead — Zane Priest
  - GIS SME — Amit Dutta
- Ecology Lead — Dr. Crystal Graham
- Proof Engineer PM — John Mullard
  - Structural Verifiers x6
  - Geotech Verifier
  - Track Verifiers x2

- Track Lead — Rajesh Yadav
  - Track Designers x4
- Utilities Lead — Keting Zhou
  - Utilities Engineer — Tuxi HU
- Civil Lead — Thibagar Theivendran
  - Civil Designers / Engineers x2
- Geotech Lead — Welmin Deng
  - Geoteh Engineers x3
- Drainage Lead — Steve Ho
  - Drainage Engineer
- Bridge & Structures — Daniel Fryirs
  - Structural Engineers x4
  - Revit Modellers x4
- Flooding Lead — Jasmine Lee
  - Flood Modellers x2
- SESA — Ashlea Molloy
  - Human Factors Specialist
  - RAM Specialists
  - DOORS Specialist
- Environmental Manager — Robert Douglas
  - Environmental Consultant — Rhys Adcock
- Sustainability Manager — Robert Milagre
  - Sustainability Consultant — Mark Fenu
- Contamination — Anthony Barkway
  - Contamination Specialist

- Martinus
- OMADA
- DJV Aurecon & BG&E
- HATCH
- Specialist Sub-consultant
- Candidate confirmed
- Candidate pending
- Candidate not confirmed

A2P Enhancement Organisational Chart – S2P Construction phase

PMO AND DELIVERY TEAM FUNCTIONAL REPORTING LINES

- **Comm. & Stake. Eng Mgr.** Naomi Rowe
- **Safety Manager** Garry Swann
- **Quality Assurance & Completions Manager** Ken Collins
- **Environmental & Sustainability Manager** Chris Standing
- **Finance Manager** Neil White
- **Signalling & Commissioning Mgr** Nathan Rice

- **General Superintendent** Adam O'sullivan
- **Project Delivery Manager** Mitchell Corrigan
- **Regional Manager - Albury** Will Thompson

FORBES REGIONAL OFFICE

- **Project Administrator** Ellen McGuinnes
- **Senior Cost Administrator** Madison White
- **Site Safety Manager** Shannon Mobbs
  - **Senior Safety Advisor** Shannon O'Loughlin
  - **Safety Advisor** Rava Jovilisi
- **Senior Protection Officer** Elsie Delana
- **Senior Protection Officer** Graham Hall
- **Protection Officer** Cherie Weiss
- **Protection Officer** Heinz Leitnar
- **Comms. & Stakeholder Advisor** Lindsey McClements
- **Site Enviro Lead** Teiya Thornberry
  - **Environmental Advisor** Kirsten Mullan
  - **Environmental Advisor** Katherine Altamirano
- **Quality Engineer** Saideep Arelli
- **Dilap. Comp. & Handover Coord.** Laurent Boulanger

- Superintendent Andy Latimer
- **Plant Supervisor** Nick Guise

D-LOOP

- **SPE** Lee Riley
  - **Site Engineer** James Karunaratne
  - **Graduate Engineer** Ally Reynolds
  - **Graduate Engineer** Kaelyn Doyle
- **Senior Supervisor** Scott Wildes
- **Signalling Supervisor** George Summerhill

WYNDHAM AVE

- **SPE** Chris Palmer
  - **Project Engineer** Hussnain Khan
  - **PE** Atem Makuach
  - **Undergrad Engineer** Henry Gilder
  - **Undergrad Engineer** Jake Candrick
- **Senior Supervisor** Owen McMahon
  - **Supervisor** Chris Gallagher

- Martinus
- Candidate confirmed
- Candidate pending
- Candidate not confirmed

A2P Enhancement Organisational Chart – A2I Construction phase

MARTINUS INLAND RAIL

PMO AND DELIVERY TEAM FUNCTIONAL REPORTING LINES

- Comm. & Stake. Eng Mgr. — Naomi Rowe
- Safety Manager — Garry Swann
- Quality Assurance & Completions Manager — Ken Collins
- Environmental & Sustainability Manager — Chris Standing
- Finance Manager — Neil White
- Signalling & Commissioning Mgr — Nathan Rice
- Third Party Interface & Utilities Manager — Aleks Stojanovski
- Survey Manager — Chris Hunt

- General Superintendent — Adam O'Sullivan
- Project Delivery Manager — Mitchell Corrigan

- Regional Manager - Albury — Will Thompson
- Regional Manager - Yards/ J2I
- Regional Manager - Wagg Wagga — James Bradley

ALBURY REGIONAL OFFICE

- Project Administrator — TBC
- Cost Administrator — TBC
- Site Safety Manager — Shannon Mobbs
- Comms. & Stakeholder Advisor — TBC
- Site Environ Lead — Teiya Thornberry
  - Environmental Advisor — Kirsten Mullan
  - Environmental Advisor — Katherine Altamirano
- Quality Coordinator — Saideep Arelli
- Quality Coordinator — TBC
- Traffic Coordinator — TBC

STRUCTURES TEAM 1 (ALBURY PRECINCT)

- Senior Project Engineer — Sam Heng
  - Project Engineer — Hussnain Khan
  - Site Engineer — Joseph Dusting
- Senior Project Engineer — TBC
  - Project Engineer — Blake Robinson
  - Site Engineer — James Karunaratne
  - Graduate Engineer — Ally Reynolds
- Superintendent — TBC
  - Senior Supervisor — Owen McMahon
  - Supervisor — Chris Gallagher
  - Supervisor — TBC
- Safety Advisor — TBC

TRACK TEAM 1 (YARDS)

- Senior Project Engineer — Lee Riley
  - Project Engineer — TBC
  - Project Engineer — TBC
  - Site Engineer — TBC
  - Site Engineer — TBC
- Superintendent — Andy Latimer
  - Supervisor — Derryn Dowling
  - Supervisor — TBC
- Safety Advisor — Rava Jovilisi

TRACK TEAM 2 (J2I)

- Senior Project Engineer — Mohamad Hannouf
  - Project Engineer — Angus Toole
  - Site Engineer — Jarod Kropp
  - Undergrad Engineer — Henry Gilder
- Senior Project Engineer — TBC
  - Project Engineer — Adam Cheng
  - Site Engineer — TBC
  - Grad Engineer — Kaelyn Doyle
- Superintendent — Peter Kerr
  - Senior Supervisor — Scott Wildes
  - Supervisor — Rhys Tamou
  - Supervisor — TBC
  - Supervisor — TBC
- Safety Advisor — Shannon O'Loughlan

WAGGA WAGGA REGIONAL OFFICE

- Project Administrator — Cassandra Murnieks
- Senior Cost Administrator — Madison White
- Site Safety Manager — Shannon Mobbs
- Comms & Stakeholder Advisor — Uzair Sidiqui
- Public Liaison Officer — TBC
- Site Enviro Lead — Teiya Thornberry
  - Environmental Advisor — Rachel Pilkington
  - Environmental Grad — Lauren Cullenward
  - Environmental Advisor — TBC
- Dilap. Comp. & Handover Coord. — Laurent Boulanger
- Quality Coordinator — TBC
- Quality Coordinator — TBC
- Traffic Coordinator — TBC

STRUCTURES TEAM 2 (WAGGA WAGGA)

- Senior Project Engineer — Chris Palmer
  - Project Engineer — TBC
  - Site Engineer — TBC
- Senior Project Engineer — TBC
  - Project Engineer — TBC
  - Site Engineer — TBC
  - Project Engineer — TBC
  - Site Engineer — TBC
- Superintendent — Peter Murphy
  - Senior Supervisor — Geoff Hill
  - Supervisor — Jason Cohen
  - Supervisor — TBC
  - Supervisor — TBC
- Safety Advisor — TBC

STRUCTURES SUBCONTRACTOR MANAGEMENT

- Senior Project Engineer — Chris Cornwell
  - Project Engineer — TBC
  - Site Engineer — Jack Knipler
- Senior Project Engineer — Harris Ahmed
  - Project Engineer — TBC
  - Site Engineer — TBC
- Supervisor — TBC
- Supervisor — TBC
- Safety Advisor — TBC
- ARENCO

SIGNALLING

- Signalling Supervisor — George Summerhill
- Project Engineer — Doug Byrne
- ALDRIDGE

UTILITIES

- Senior Project Engineer — Harris Ahmed
  - Project Engineer — TBC
  - Site Engineer — TBC
- Supervisor — TBC
- CROI

SURVEY

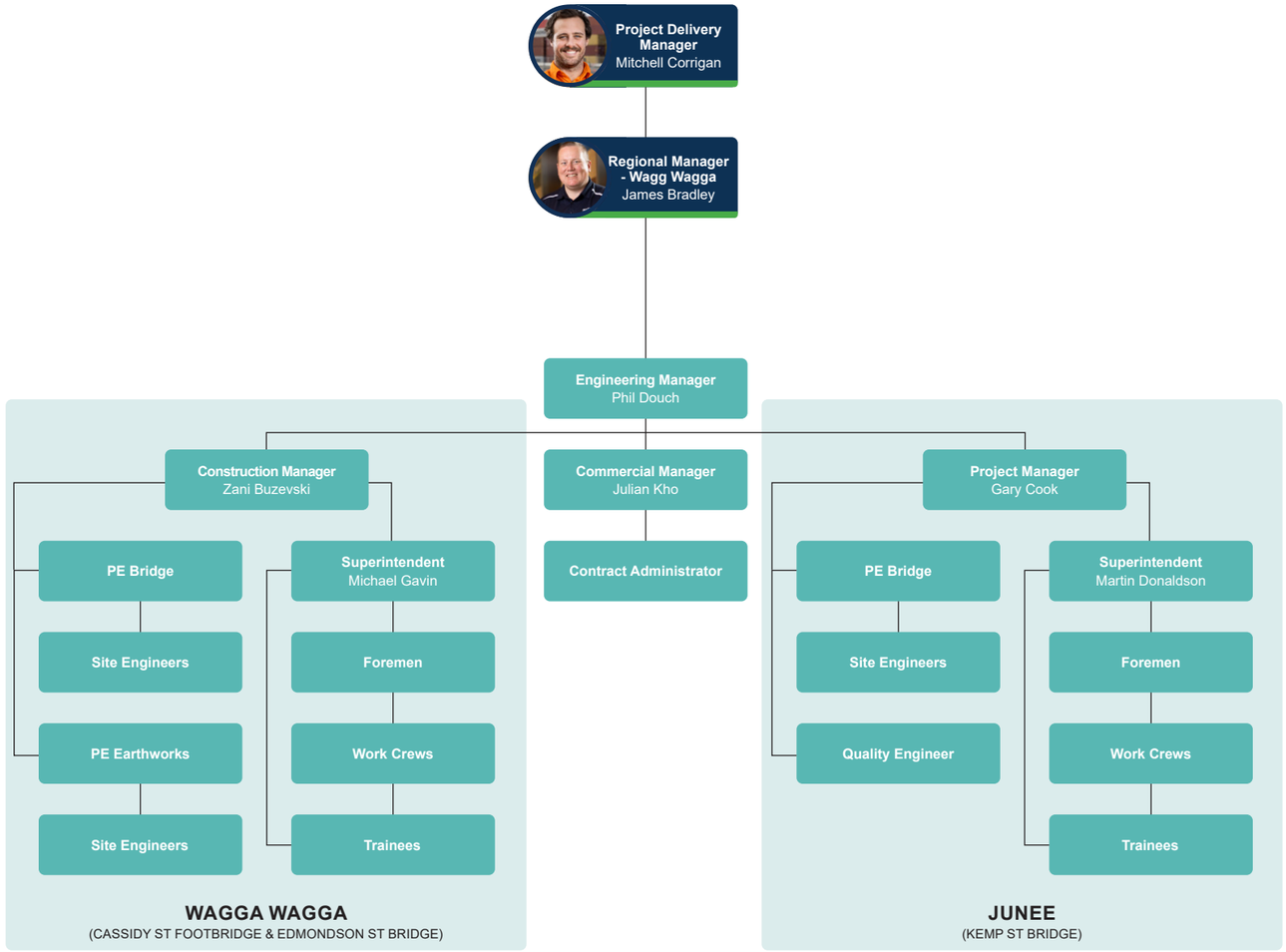
- Site Survey Coordinator - Wagga Wagga
- Surveyor - Wagga Wagga — Matthew Alcorn
- Site Survey Coordinator - Albury — TBC
- Surveyor - Albury — Karsten Kuhne
- Survey Assistant - Albury — Amy Kuhne

POSSESSION MANAGEMENT

- Possession Coordinator — Kashish Malhotra
- Possession Coordinator — Cara Milburn

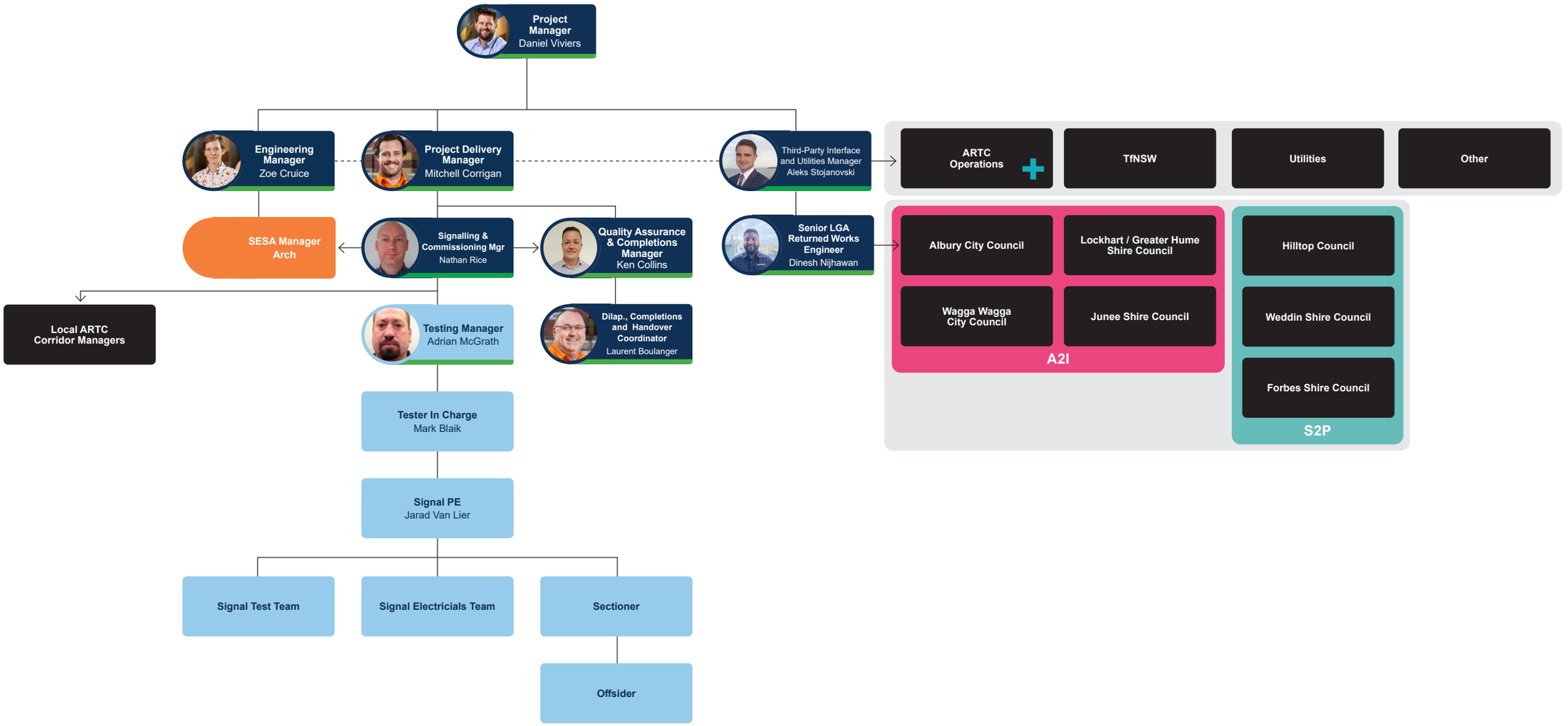
Martinus
Specialist Subcontractor
Candidate confirmed
Candidate pending
Candidate not confirmed

A2P Enhancement Organisational Chart – A2I Stuctures Subcontractor



Martinus
Arenco
Candidate confirmed
Candidate pending
Candidate not confirmed

A2P Enhancement Organisational Chart – Testing and Commissioning Phase



- Martinus
- Interface / Handover Parties
- Aldridge
- Specialist Sub-consultant
- Candidate confirmed
- Candidate pending
- Candidate not confirmed

09/12/2024

APPENDIX C

Scorecard

Infrastructure Sustainability Scorecard
Credit Summary

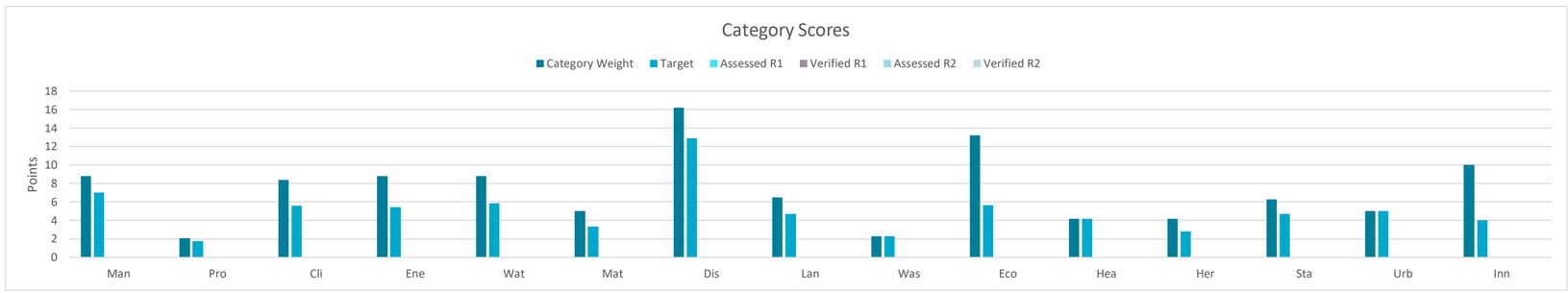
Project: Albury to Illabo (A2I)
Location: Albury
Rating Type: Design

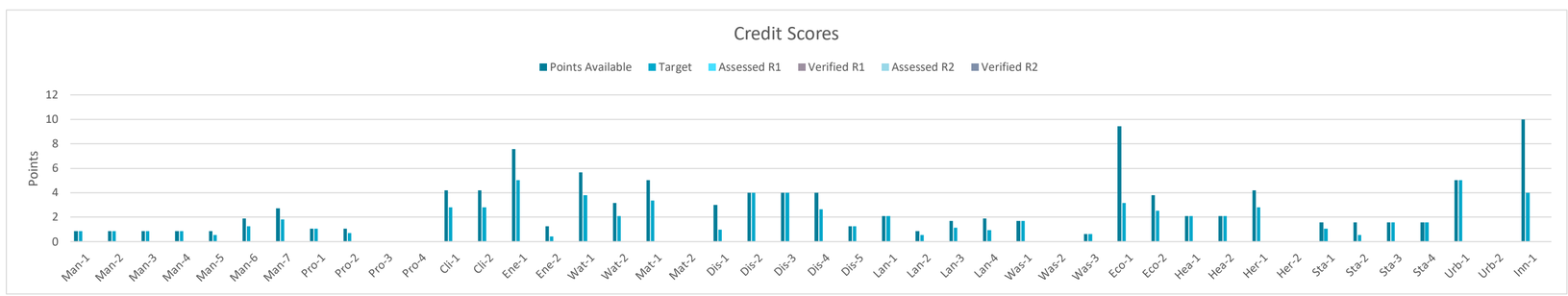
Category	Credit		Materiality Score	Score Possible	Target Level	Target Score	Assessed R1 Level	Assessed R1 Score	Verified R1 Level	Verified R1 Score	Assessed R2 Level	Assessed R2 Score	Verified R2 Level	Verified R2 Score
Management Systems														
Man-1	Sustainability leadership and commitment		2	0.84	3/3	0.84	0/3	-	0/3	-	0/3	-	0/3	-
Man-2	Risk and opportunity management		2	0.84	2/2	0.84	0/2	-	0/2	-	0/2	-	0/2	-
Man-3	Organisational structure, roles and responsibilities		2	0.84	2/2	0.84	0/2	-	0/2	-	0/2	-	0/2	-
Man-4	Inspection and auditing		2	0.84	2/2	0.84	0/2	-	0/2	-	0/2	-	0/2	-
Man-5	Reporting and review		2	0.84	2/3	0.56	0/3	-	0/3	-	0/3	-	0/3	-
Man-6	Knowledge sharing		2	1.89	2/3	1.26	0/3	-	0/3	-	0/3	-	0/3	-
Man-7	Decision-making		2	2.73	2/3	1.82	0/3	-	0/3	-	0/3	-	0/3	-
		Sub-total		8.82		7.00		-		-		-		-
Procurement and Purchasing														
Pro-1	Commitment to sustainable procurement		2	1.05	3/3	1.05	0/3	-	0/3	-	0/3	-	0/3	-
Pro-2	Identification of suppliers		2	1.05	2/3	0.70	0/3	-	0/3	-	0/3	-	0/3	-
Pro-3	Supplier evaluation and contract award		2	-	0/3	-	0/3	-	0/3	-	0/3	-	0/3	-
Pro-4	Managing supplier performance		2	-	0/3	-	0/3	-	0/3	-	0/3	-	0/3	-
		Sub-total		2.10		1.75		-		-		-		-
Climate Change Adaptation														
Cli-1	Climate change risk assessment		4	4.20	2/3	2.80	0/3	-	0/3	-	0/3	-	0/3	-
Cli-2	Adaptation options		4	4.20	2/3	2.80	0/3	-	0/3	-	0/3	-	0/3	-
		Sub-total		8.40		5.60		-		-		-		-
Energy and Carbon														
Ene-1	Energy and carbon monitoring and reduction		2	7.56	2/3	5.04	0/3	-	0/3	-	0/3	-	0/3	-
Ene-2	Use of renewable energy		2	1.26	1/3	0.42	0/3	-	0/3	-	0/3	-	0/3	-
		Sub-total		8.82		5.46		-		-		-		-
Water														
Wat-1	Water use monitoring and reduction		3	5.67	2/3	3.78	0/3	-	0/3	-	0/3	-	0/3	-
Wat-2	Replace potable water		3	3.15	2/3	2.10	0/3	-	0/3	-	0/3	-	0/3	-
		Sub-total		8.82		5.88		-		-		-		-
Materials														
Mat-1	Materials footprint measurement and reduction		2	5.04	2/3	3.36	0/3	-	0/3	-	0/3	-	0/3	-
Mat-2	Environmentally labelled products and supply chains		2	-	0/3	-	0/3	-	0/3	-	0/3	-	0/3	-
		Sub-total		5.04		3.36		-		-		-		-
Discharges to Air, Land & Water														
Dis-1	Receiving water quality		3	2.99	1/3	1.00	0/3	-	0/3	-	0/3	-	0/3	-
Dis-2	Noise		4	3.99	3/3	3.99	0/3	-	0/3	-	0/3	-	0/3	-
Dis-3	Vibration		4	3.99	3/3	3.99	0/3	-	0/3	-	0/3	-	0/3	-
Dis-4	Air quality		4	3.99	2/3	2.66	0/3	-	0/3	-	0/3	-	0/3	-
Dis-5	Light pollution		3	1.26	1/1	1.26	0/1	-	0/1	-	0/1	-	0/1	-
		Sub-total		16.22		12.90		-		-		-		-
Land														
Lan-1	Previous land use		2	2.10	3/3	2.10	0/3	-	0/3	-	0/3	-	0/3	-
Lan-2	Conservation of on site resources		2	0.84	2/3	0.56	0/3	-	0/3	-	0/3	-	0/3	-
Lan-3	Contamination and remediation		2	1.68	2/3	1.12	0/3	-	0/3	-	0/3	-	0/3	-
Lan-4	Flooding design		3	1.89	1/2	0.94	0/2	-	0/2	-	0/2	-	0/2	-
		Sub-total		6.51		4.72		-		-		-		-
Waste														
Was-1	Waste management		2	1.68	2/2	1.68	0/2	-	0/2	-	0/2	-	0/2	-
Was-2	Diversion from landfill		2	-	2/3	-	0/3	-	0/3	-	0/3	-	0/3	-
Was-3	Deconstruction/ Disassembly/ Adaptability		1	0.63	3/3	0.63	0/3	-	0/3	-	0/3	-	0/3	-
		Sub-total		2.31		2.31		-		-		-		-
Ecology														
Eco-1	Ecological value		3	9.45	1/3	3.15	0/3	-	0/3	-	0/3	-	0/3	-
Eco-2	Habitat connectivity		3	3.78	2/3	2.52	0/3	-	0/3	-	0/3	-	0/3	-
		Sub-total		13.23		5.67		-		-		-		-
Community Health, Well-being and Safety														
Hea-1	Community health and well-being		2	2.10	3/3	2.10	0/3	-	0/3	-	0/3	-	0/3	-
Hea-2	Crime prevention		2	2.10	2/2	2.10	0/2	-	0/2	-	0/2	-	0/2	-
		Sub-total		4.20		4.20		-		-		-		-
Heritage														
Her-1	Heritage assessment and management		4	4.20	2/3	2.80	0/3	-	0/3	-	0/3	-	0/3	-
Her-2	Monitoring and management of heritage		4	-	0/3	-	0/3	-	0/3	-	0/3	-	0/3	-
		Sub-total		4.20		2.80		-		-		-		-
Stakeholder Participation														
Sta-1	Stakeholder engagement strategy		3	1.57	2/3	1.05	0/3	-	0/3	-	0/3	-	0/3	-
Sta-2	Level of engagement		3	1.57	1/3	0.52	0/3	-	0/3	-	0/3	-	0/3	-
Sta-3	Effective communication		3	1.57	2/2	1.57	0/2	-	0/2	-	0/2	-	0/2	-
Sta-4	Addressing community concerns		3	1.57	2/2	1.57	0/2	-	0/2	-	0/2	-	0/2	-
		Sub-total		6.30		4.72		-		-		-		-
Urban and Landscape Design														
Urb-1	Urban design		3	5.04	3/3	5.04	0/3	-	0/3	-	0/3	-	0/3	-
Urb-2	Implementation		3	-	0/2	-	0/2	-	0/2	-	0/2	-	0/2	-
		Sub-total		5.04		5.04		-		-		-		-
Innovation														
Inn-1	Innovation		2	10.00	4/10	4.00	0/10	-	0/10	-	0/10	-	0/10	-
		Sub-total		10.00		4.00		-		-		-		-
		Grand-total		110.00		75.4		-		-		-		-

Score	**75**	**0**	**0**	**0**	**0**
Rating	**LEADING**	**NOT ELIGIBLE**	**NOT ELIGIBLE**	**NOT ELIGIBLE**	**NOT ELIGIBLE**

Infrastructure Sustainability Scorecard
Charts

Project: Albury to Illabo (A2I)
Location: Albury
Rating Type: Design





APPENDIX D

Sustainability Audit and Review Schedule

A2I Sustainability Audit and Review Schedule

KEY

- P — Planned
- C — Complete
- M — Missed
- X — Cancelled
- (hatched) — Not applicable for the time period

PROJECT PHASES

- Establishment Period
- Design Period
- Construction Period

Activity Type	Activity Name	Auditor	Project Phase	Timing/ Frequency	Jan-24				Feb-24				Mar-24				Apr-24				May-24				Jun-24			
					W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4
Inspection	Environment and Sustainability Inspection	Teiya Thornberry	Construction	Weekly																								
Review	ISC Man-3 Independent Sustainability Professional (ISP) Review	Losee Consulting	Design	Quarterly																C								C
Review	ISC Man-3 Independent Sustainability Professional (ISP) Review	Losee Consulting	Construction	Quarterly (Spec)																								
Audit	ISC Man-4 Audit of Sustainability Management System - External	Losee Consulting	Design	Once														C		C								
Audit	ISC Man-4 Audit of Sustainability Management System	Losee Consulting	Construction	4 per year (minimum 1 external)																								
Review	ISC Man-5 Review of Sustainability Performance by Senior Management		Design & Construction	Yearly						C			C															
Audit	Was-1 Audit to Final Destination	TBD	Construction	6 Monthly																								
Review	Sta-3 Independent Review or Audit of Communication with the Community	Nation Partners	Design & Construction	Yearly																								
Review	Sta-4 Independent Review or Audit of Adressing Community Concerns	Nation Partners	Design & Construction	Yearly																								
Review	Review of Initiatives Register	DJV Team	Design & Construction	Regular reviews																							C	
Review	Review of SuMP		Design & Construction	Yearly																								

Activity Name	Jul-24				Aug-24				Sep-24				Oct-24				Nov-24				Dec-24			
	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4
Environment and Sustainability Inspection																								
ISC Man-3 Independent Sustainability Professional (ISP) Review											C											P		
ISC Man-3 Independent Sustainability Professional (ISP) Review																								
ISC Man-4 Audit of Sustainability Management System - External																C								
ISC Man-4 Audit of Sustainability Management System																								
ISC Man-5 Review of Sustainability Performance by Senior Management																								
Was-1 Audit to Final Destination																								
Sta-3 Independent Review or Audit of Communication with the Community											C													
Sta-4 Independent Review or Audit of Adressing Community Concerns											C													
Review of Initiatives Register		C			C	C		C	C							C								P
Review of SuMP											C													

Activity Name	Jan-25				Feb-25				Mar-25				Apr-25				May-25				Jun-25			
	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4
Environment and Sustainability Inspection	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
ISC Man-3 Independent Sustainability Professional (ISP) Review																								
ISC Man-3 Independent Sustainability Professional (ISP) Review								P												P				
ISC Man-4 Audit of Sustainability Management System - External																								
ISC Man-4 Audit of Sustainability Management System												P												P
ISC Man-5 Review of Sustainability Performance by Senior Management									P															
Was-1 Audit to Final Destination																								P
Sta-3 Independent Review or Audit of Communication with the Community																								
Sta-4 Independent Review or Audit of Adressing Community Concerns																								
Review of Initiatives Register								P								P								P
Review of SuMP																								

Activity Name	Jul-25				Aug-25				Sep-25				Oct-25				Nov-25				Dec-25			
	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4
Environment and Sustainability Inspection	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
ISC Man-3 Independent Sustainability Professional (ISP) Review																								
ISC Man-3 Independent Sustainability Professional (ISP) Review								P												P				
ISC Man-4 Audit of Sustainability Management System - External																								
ISC Man-4 Audit of Sustainability Management System												P												P
ISC Man-5 Review of Sustainability Performance by Senior Management																								
Was-1 Audit to Final Destination																								P
Sta-3 Independent Review or Audit of Communication with the Community																								
Sta-4 Independent Review or Audit of Adressing Community Concerns																								
Review of Initiatives Register								P								P								P
Review of SuMP											P													

Activity Name	Jan-26				Feb-26				Mar-26				Apr-26				May-26				Jun-26			
	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4	W1	W2	W3	W4
Environment and Sustainability Inspection	P	P	P	P	P	P	P	P																
ISC Man-3 Independent Sustainability Professional (ISP) Review																								
ISC Man-3 Independent Sustainability Professional (ISP) Review								P												P				
ISC Man-4 Audit of Sustainability Management System - External																								
ISC Man-4 Audit of Sustainability Management System												P												P
ISC Man-5 Review of Sustainability Performance by Senior Management									P															
Was-1 Audit to Final Destination																								P
Sta-3 Independent Review or Audit of Communication with the Community				P																				
Sta-4 Independent Review or Audit of Adressing Community Concerns				P																				
Review of Initiatives Register								P																
Review of SuMP																								

MARTINUS

Head Office | 1/23-27 Waratah Street | KIRRAWEE NSW 2232