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A2I | Albury to Illabo

MARITIME TRAFFIC MANAGEMENT PLAN

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GLOSSARY

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

TABLE 1: DEFINITIONS

TfNSW	Transport for New South Wales
MR	Martinus Rail
ARTC	Australian Rail Track Corporation
IR	Inland Rail
CAP	Communication Action Plan
ACC	Albury City Council

1 INTRODUCTION

This document details processes and strategies proposed to be used by Martinus Rail on managing marine traffic.

1.1 Purpose and Scope

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. 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 1,700 kilometres (km) long, involves:

- Using the existing interstate rail line through Victoria and southern New South Wales
- Upgrading approximately 400 km of existing track, mainly in western New South Wales
- Providing approximately 600 km of new track in northern New South Wales and south-east Queensland

Inland Rail has been divided into 13 projects, seven of which are in New South Wales. Refer to Figure 1 for map of proposed Inland Rail route from Melbourne to Brisbane.

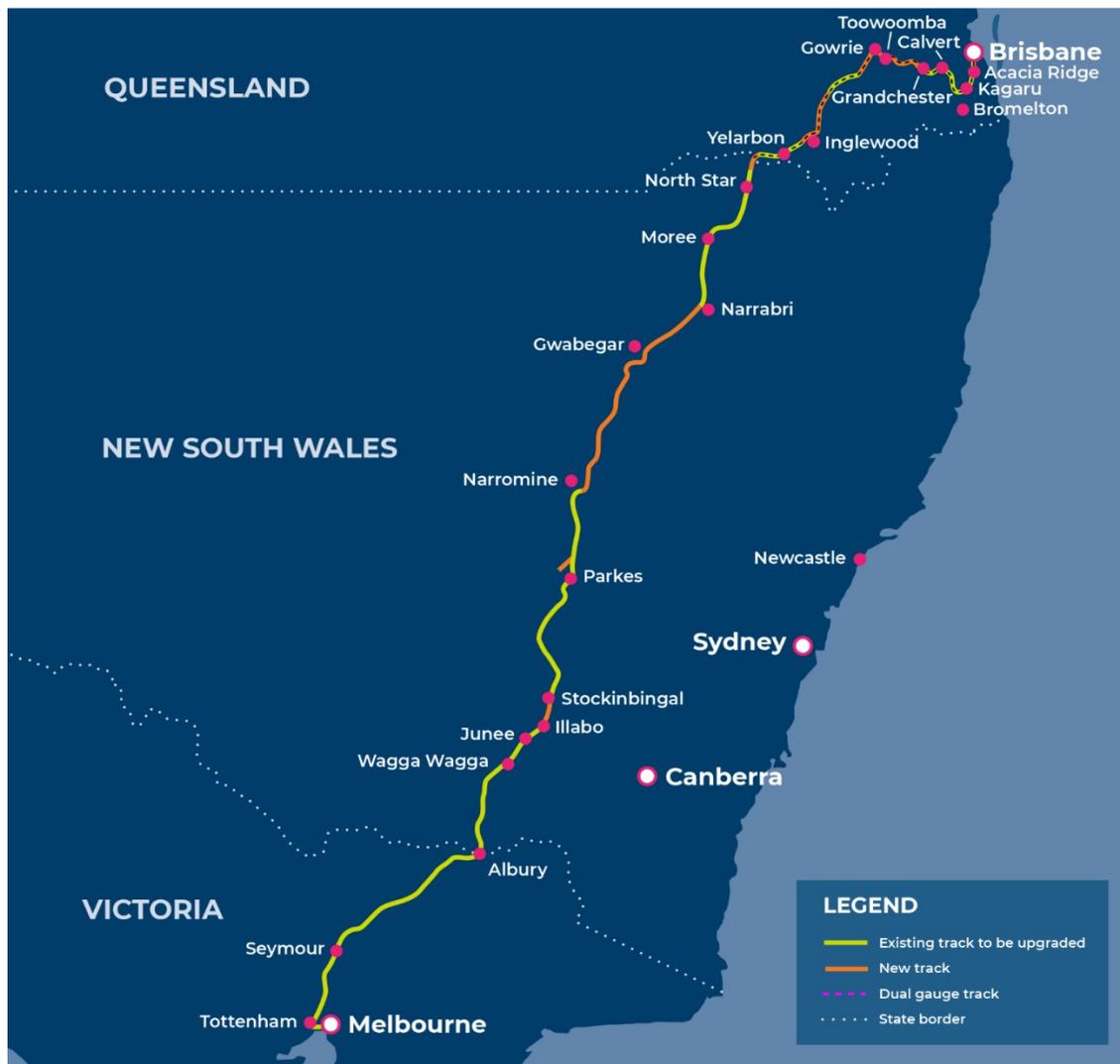


FIGURE 1: RAIL ALIGNMENT

1.2 Description of Works

Murray River Bridge forms part of the Albury to Illabo section of works and is located at Chainage 648+472km. The structure accommodates the Main Line, as well as a decommissioned Broad-Gauge Line, and requires modification to the superstructure to accommodate running of trains to the F2M KE+200 clearance envelope. No changes are proposed to the current horizontal or vertical track alignment. In summary following works need to be completed for modifying Murray River Bridge to allow for double stacked freight containers to pass. These works include:

- Installation of temporary protection around the railway bridge.
- Removal of existing top chord bracings (currently restricting clearance above the track).
- Removal of existing and installation of new stanchions.
- Installation of new top chord bracing.
- 4ft and 6ft maintenance walkway and handrail Upgrades

1.3 Staging of Works

Staging is also detailed in Appendix A. The sequence of works proposed are as below:

TABLE 2 – STAGING OF WORKS

Activity	Period	Details
Site Establishment	Feb 2026	<ul style="list-style-type: none"> ➤ Installation of construction area fencing. ➤ Site clearing. ➤ Site shed drop off. ➤ Steelwork deliveries to laydown area
Removal and Replacement of Existing Top Chord Bracings and Stanchions	March 2026	<ul style="list-style-type: none"> ➤ Removal of existing bracings ➤ Installation of new bracings ➤ Removal of existing stanchions ➤ Installation of new stanchions
Walkway and Handrail Upgrades	May 2026	<ul style="list-style-type: none"> ➤ Mainline 4ft Walkway upgrade ➤ 6ft maintenance walkway and handrail installation
Site demobilisation	May 2026	<ul style="list-style-type: none"> ➤ Remove signage. ➤ Demobilise site facilities ➤ Reinststate land to existing condition.

2 CONSULTATION

2.1 Key Stakeholders and Workshops

Martinus have engaged with the following parties to develop this Maritime Traffic Management Plan –

TABLE 3 - CONSULTATION

Stakeholder	Summary of Information
TfNSW	<p>Inputs on approvals process for working above navigable waterways.</p> <p>Meeting with TfNSW on 08th August 2025. Attendees:</p> <ol style="list-style-type: none"> 1. John Zannes (TfNSW) 2. Cindy Pappin (TfNSW) 3. Nathaniel Jacobs (TfNSW) 4. Blake Robinson (MR) 5. Sam Heng (MR) <p>Key points of discussion:</p> <ul style="list-style-type: none"> ➤ Murray River is a navigable waterway. ➤ Identified high-risk activities will need to consider risk of vessels under the work site. ➤ High risk activities would include activities such as lifts over the river and works on the bridge deck. ➤ TfNSW requested more information on protection from falling objects ➤ TfNSW requested notices to be displayed at local access points ➤ TfNSW to provide contact details for key stakeholders ➤ Consultation in regards to navigational marks, signage and marine notices
Martinus Rail	Constructability and Communication and Stakeholder Inputs.

All works are within the footprint of the existing Murray river bridge, there will be no disruptions to emergency services or vessel access on the Murray river.

No consultations have been had with emergency services or council as there are no disruptions caused by construction activities.

2.2 Minister’s Conditions of Approval

The requirements of the CoA and Updated Mitigation Measures (UMM) relevant to the development of this Maritime Traffic Management Plan are shown in **Table 4**. A cross-reference is also included to indicate where the CoA and UMM is addressed in this Plan or other project management document.

TABLE 4 - COA AND UMM RELEVANT TO THIS PLAN

NO.	REQUIREMENT	WHERE ADDRESSED
TT6	Restrictions on navigation of the Murray River beneath and in the vicinity of the Murray River bridge site, as a result of the construction, will be planned prior to commencing construction and handled in accordance with the Marine Safety Act 1998 (NSW) and Marine Safety Regulation 2016 (NSW), including preparation of a marine traffic management sub-plan. Transport for NSW, as the authority under the Marine Safety Act 1998 (NSW), will be notified of the proposed works and will be consulted in regard to navigational marks, signage and marine notices at least six weeks prior to the commencement of work at the Murray River bridge site.	This document
TT7	A navigational impact assessment will be undertaken during detailed design in accordance with Transport for NSW’s processes to minimise disruptions to watercraft and any safety and hazard issues are appropriately mitigated. Input will be	This document

	sought from relevant stakeholders (including local councils and Transport for NSW) prior to finalising the detailed design of structures (including temporary structures) over navigable waters.	
TT8	<p>The Marine Traffic Management Sub-plan (informed by the navigational impact assessment (TT7)) will be prepared and implemented as part of the Construction Environmental Management Plan (CEMP). The plan will include measures, processes and responsibilities to minimise the potential for impacts on navigable waters during construction. The plan will be prepared in accordance with the Marine Safety Act 1998 (NSW), the Marine Safety Regulation 2016 (NSW) and other related legislation.</p> <p>The plan would be developed in consultation with relevant stakeholders, including local councils and Transport for NSW.</p>	This document

2.3 Existing Condition and Findings

Martinus Communication and Stakeholder Management team have worked closely with various stakeholders to gather information summarised below in table 4.

TABLE 5 - INFORMATION SUMMARY

Item	Summary of Information
Current Users	Occasional kayaks & small recreational vessels See Table 6 below under “Communication and Stakeholder Management Strategy”.
Vessel usage	Occasional kayaks & small recreational vessels
Existing launch points	<p>Boat launches and river access:</p> <p>Kremur Street Boat Ramp: Located at the end of Kremur Street, this is a primary launch point with a concrete ramp slab and public facilities. It provides access to the Murray River.</p> <p>Albury Riverside Precinct: This area has a dedicated canoe launch point at the Western Peninsula, an elevated boardwalk, and various amenities.</p> <p>Noreuil Park: Also, part of the Riverside Precinct, this park is a popular spot for accessing the river, although it is more focused on walking, cycling, and relaxation.</p> <p>Doctors Point Picnic Area: This is a picnic area with river access, ideal for a more relaxed experience, not necessarily for launching a boat.</p> <p>Lake Hume and surrounds: For launching boats, you can also consider the ramps around Lake Hume, such as the one at Bowna Waters Reserve or Tabletop Park. However, these are located a bit further out from the central Albury area.</p>
Constraints	NIL
Current RLs	<p>Existing Track rail Level = RL 156.74</p> <p>Underside of stringer level = RL 155.610</p> <p>100yr Flood Level – RL154.450</p> <p>Average Water Level – RL 149.700</p>

3 SAFETY MANAGEMENT PROCESSES

3.1 Key Risks to Maritime Traffic

Following discussions with various stakeholders, Martinus were able to identify key risks during works at Murray River site. Proposed controls have been marked up in Appendix B. Risks and controls have also been summarised in table 5 below.

TABLE 6 - KEY RISKS IDENTIFIED WITH PROPOSED CONTROLS

Stage	Risk Identified	Proposed Control
Site Establishment	<p>No works over water during this stage.</p> <ul style="list-style-type: none"> Take site deliveries. Establish site compound 	No controls over the river proposed.
Removal and Replacement of Existing Top Chord Bracings and Stanchions	<ul style="list-style-type: none"> Removal of existing bracings Installation of new bracings Removal of existing stanchions Installation of new stanchions 	<ul style="list-style-type: none"> Lanyards to secure tools for works on bridge. Exclusions zones over water. Lookout sentry for vessels in river. Maritime warning signs. Life buoy and ladders for river access. EWP basket to catch any loose objects that may fall Crane to be certified and inspected by competent person Functional safety mechanisms to be in place to prevent lifting outside radius and above load limits Plan lifts to minimise slew radius and avoid slewing above the water
Walkway and Handrail Upgrades	<ul style="list-style-type: none"> Mainline 4ft Walkway upgrade 6ft maintenance walkway and handrail installation 	<ul style="list-style-type: none"> Lanyards to secure tools for works on bridge. Exclusions zones over water. Lookout sentry for vessels in river. Maritime warning signs. Life buoy and ladders for river access.
Site Demobilisation	<ul style="list-style-type: none"> Remove site offices. Site rehabilitation. 	No controls over the river proposed.

4 COMMUNICATION AND STAKEHOLDER MANAGEMENT STRATEGY

Martinus's communication and Stakeholder management team have engaged with various key stakeholders to identify usage of the Murray River. The list below summarises key local groups who may use the waterway for recreational purposes. These community groups are listed and summarised below in Table 6:

TABLE 7 - INFORMATION GATHERED BY COMMUNICATION AND STAKEHOLDER MANAGEMENT TEAM

Stakeholder Team	Contact Details	Usage	Frequency
NSW Department of Primary Industries and Regional Development	Information-advisory@dpi.nsw.gov.au	Recreational Fishing	Low
Mitta Mitta Canoe Club	0418 691 160 mittamittacanoecub@gmail.com	Recreational Activity	Med
Murray River Canoe Hire	0417 691 339 info@murrayrivercanoehire.com.au	Recreational Activity	Med
Canoe the Murray	0487 422 663 info@canoethemurray.com.au	Recreational Activity	Med
Water NSW	0458 492 823 Simon.Nolan@waternsw.com.au		

5 RESPONSIBILITIES AND ACCOUNTABILITIES

5.1 Key Martinus Personnel

Key personnel for S2P D&C works are as below:

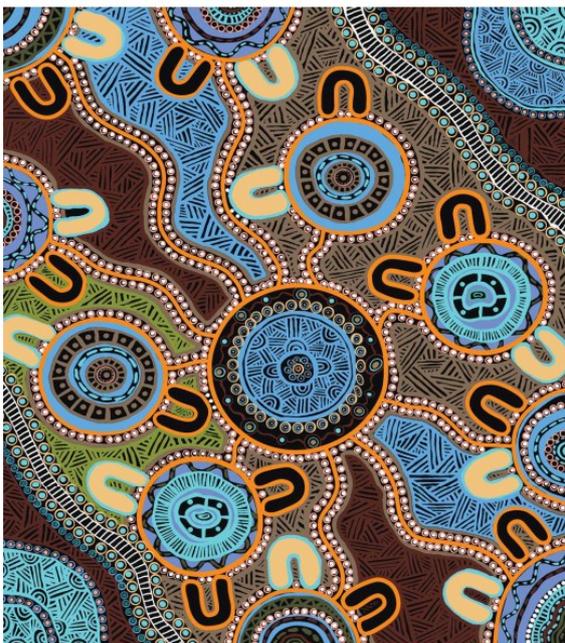
Role	Name	Contact	Responsibilities
Project Delivery Manager	Lewys Rees	Lews.rees@martinus.com.au	Manage overall delivery strategy for A2I and S2P sections of the project.
Regional Manager	Lee Gibb	Lee.gibb @martinus.com.au	Manage delivery strategy and implement Martinus/Inland Rail protocols for A2I section of the project, from Sites 1-10.
Senior Project Engineer	Ryan Lloyd	Ryan.lloyd@martinus.com.au	Managing Murray River project site including procurement, program and overall strategy.
Project Engineer	James Karunaratne	0403 956 524 James.karunaratne@martinus.com.au	Management of works on site directly with subcontractors.
Engineering Manager	Jason Chen	0426 650 347 Jason.chen@martinus.com.au	Provide technical support for works such as Temporary Works and constructions staging.
Completions & Interface Manager	Aleks Stojanovski	Aleks.stojanovski@martinus.com.au	Manages Interface team.
Communication & Stakeholder Manager	Naomi Rowe	Naomi.rowe@martinus.com.au	Manager of Communication and Stakeholder Management team.
Communication & Stakeholder Advisor	Uzair Siddiqui	Uzair.siddiqui@martinus.com.au	Communication and Stakeholder Advisor on site.



APPENDICES

APPENDIX A

Construction Staging Plans



Acknowledgement of Country

We would like to acknowledge the Wiradjuri People who are the traditional custodians of the land we meet on today.

We pay our respects to all first nations Elders past and present, and extend that respect to all first nations people present today.

Caring for Country, a Journey Together, is a tribute to the railways that span our great continent, weaving through Australia's vast and rugged landscapes and crossing many traditional nations. This piece highlights the intricate connection between the rail industry and the Country it traverses. At its core are the people—the rail workers who ensure safety remains paramount while respecting and caring for waterholes, sacred sites, and areas of women's and men's business, which are deeply significant to these lands and our people.

This artwork also represents the vital role of the railway industry in connecting communities. It brings people together for economic growth, family ties, and social connections. Through this piece I wanted to emphasise collaboration and respect showing how we can honour and protect Country while building pathways that unite and strengthen us all.

Caring for Country a Journey Together is a celebration of balance between progress and preservation, tradition and innovation.
Artist - Luke Peerith | Caring for Country, a Journey Together | 2024





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Project Overview and Scope

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Key Construction Program & Milestones

Section 3.

Detailed Stage Breakdown

Section 4.

Procurement Status

Section 5.

Risk and Opportunities



1. Project Overview and Scope



Project Overview and Scope

Project Overview and Scope

- Site Location: 2km South of the Albury Station
- Scope Summary:
 - Replacement of 7 no. Existing top Chords and 14 no. Stanchions to enable clearance for double stacked freight trains
 - Installation of 4ft and 6ft Walkways and refuges
- Key Constraints:
 - Working above waterways
 - Worksite protection borders NSW and Victoria



Possession Timeline Template 20250708



2. Construction Program & Key Milestones



Key Sequence and Milestones

Key Construction Sequence

#	Description	Duration	Key Activities
1	Site Establishment	Feb-26	<ul style="list-style-type: none"> Establishment of site compound and laydown
2	Structural Modification Works LG1	Mar-26	<ul style="list-style-type: none"> Removal of 7 stanchions and top chords Installation of 7 new stanchions and top chords
3	Walkway and Handrail Installation	May-26	<ul style="list-style-type: none"> Installation of new 4ft & 6ft walkways Installation of new handrails
4	Site Handover & Demobilisation	May-26	<ul style="list-style-type: none"> Demobilisation of site compound and laydown

Critical Milestones

Summary of critical path and key milestones





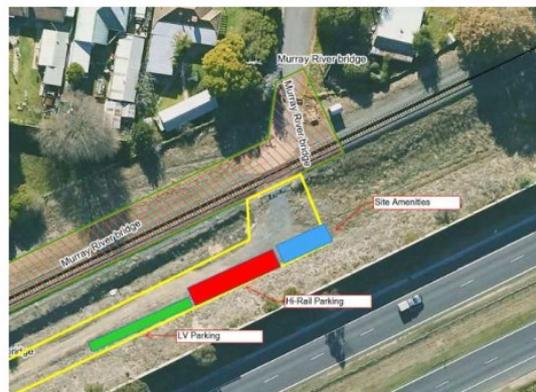
3. Detailed Stage Breakdown



Stage 1 – Site Establishment – Feb 2026

Construction Sequence:

- Create and delineate laydown area;
- Access for machinery and site facilities to be through Olive Street;



Duration
Mid Aug-25 to Late Aug-25

2025		2026						2027					
Jun	Aug	Oct	Dec	Feb	Apr	Jun	Aug	Oct	Dec	Feb	Apr	Jun	Aug
		60H	38H	38H	96H		96H	38H		60H	38H		PC
		Sep 13 - Sep 15	Dec 13 - Dec 15	Feb 28 - Mar 1	May 2 - May 4		Sep 19 - Sep 21	Dec 5 - Dec 6					Aug 6

Note - Dates adopted following Direction provided within PLG dated 03-Jul-25

Possession Timeline Template 20250708

Stage 1 – Site Establishment – Feb 2026

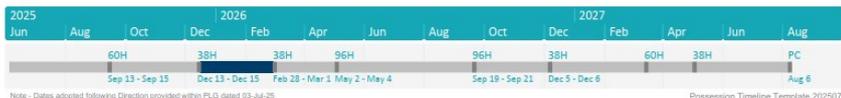


Construction Sequence:

- Main site access for vehicles and deliveries will be facilitated through Oliver St
- Townsend St access will be limited due to potential archaeological artefacts



Duration
Mid Aug-25 to Late Aug-25



Stage 2 – Bridge Modification Works – March 2026



Construction Sequence:

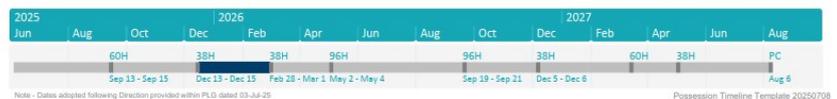
- Treat area;
- Removal of existing top chords/ stanchions
- Installation of new stanchions and top chords;
- Disposal of materials

TABLE OF QUANTITIES

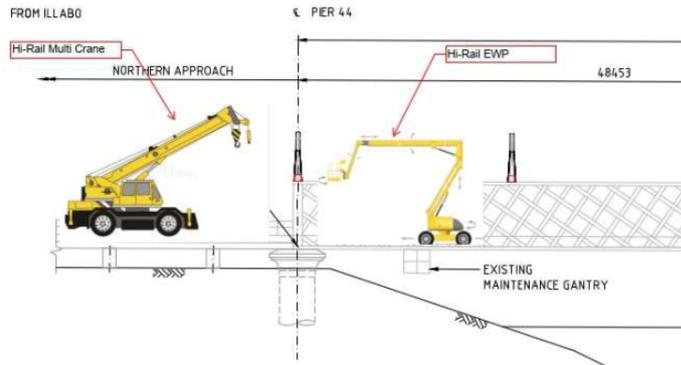
ELEMENT	NUMBER OF PARTS	COMPONENT	SIZE	UNIT WEIGHT (kg)	WT
STANCHIONS	1	TOP PLATE	300x300x10	11.9	11.9
	1	STANCHION	300x300x10	11.9	11.9
	1	BASE PLATE	300x300x10	11.9	11.9
	1	WELD	300x300x10	11.9	11.9
TOP CHORD BRACING	1	TOP CHORD BRACING	300x300x10	11.9	11.9
	1	BASE PLATES	300x300x10	11.9	11.9



Duration
Mid Aug-25 to Late Aug-25



Stage 2 – Bridge Modification Works – March 2026



Duration
Mid Aug-25 to Late Aug-25

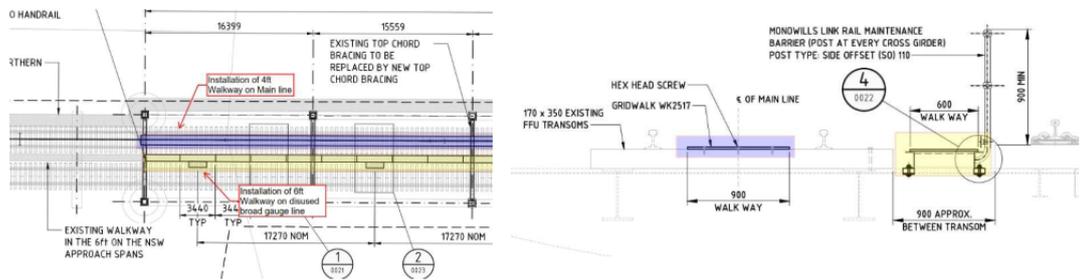
2025				2026				2027					
Jun	Aug	Oct	Dec	Feb	Apr	Jun	Aug	Oct	Dec	Feb	Apr	Jun	Aug
	60H	38H	38H	38H	96H			96H	38H		60H	38H	PC
	Sep 13 - Sep 15	Dec 13 - Dec 15		Feb 28 - Mar 1	May 2 - May 4			Sep 19 - Sep 21	Dec 5 - Dec 6				Aug 6

Note - Dates adopted following Direction provided within PLG dated 03-Jul-25

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Possession Timeline Template 20250708

Stage 3 – Walkway Modifications (May 2026)



Duration
Mid Aug-25 to Late Aug-25

2025				2026				2027					
Jun	Aug	Oct	Dec	Feb	Apr	Jun	Aug	Oct	Dec	Feb	Apr	Jun	Aug
	60H	38H	38H	38H	96H			96H	38H		60H	38H	PC
	Sep 13 - Sep 15	Dec 13 - Dec 15		Feb 28 - Mar 1	May 2 - May 4			Sep 19 - Sep 21	Dec 5 - Dec 6				Aug 6

Note - Dates adopted following Direction provided within PLG dated 03-Jul-25

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Possession Timeline Template 20250708

APPENDIX B

Murray River Proposed Controls

Risk Category	Risk ID	Risk Title	Risk Description	Risk Status	Risk Level	Risk Category	Risk ID	Risk Title	Risk Description	Risk Status	Risk Level	Risk Assessment		Risk ID	Risk Title	Risk Description	Risk Status	Risk Level	Risk Category	Risk ID	Risk Title	Risk Description	Risk Status	Risk Level			
												Initial	Residual														
SITE 01 - Albury River Bridge Modification Works RISK ASSESSMENT																											
1.0 Site Establishment																											
1.1	1.1.1	Site Establishment	Site Establishment	High	High	1.1.1	1.1.1	Site Establishment	Site Establishment	High	High	1.1.1	1.1.1	1.1.1	1.1.1	Site Establishment	Site Establishment	High	High	1.1.1	1.1.1	1.1.1	1.1.1	1.1.1	1.1.1		
1.2	1.2.1	Site Establishment	Site Establishment	Medium	Medium	1.2.1	1.2.1	Site Establishment	Site Establishment	Medium	Medium	1.2.1	1.2.1	1.2.1	1.2.1	Site Establishment	Site Establishment	Medium	Medium	1.2.1	1.2.1	1.2.1	1.2.1	1.2.1	1.2.1	1.2.1	
1.3	1.3.1	Site Establishment	Site Establishment	Low	Low	1.3.1	1.3.1	Site Establishment	Site Establishment	Low	Low	1.3.1	1.3.1	1.3.1	1.3.1	Site Establishment	Site Establishment	Low	Low	1.3.1	1.3.1	1.3.1	1.3.1	1.3.1	1.3.1	1.3.1	
1.4	1.4.1	Site Establishment	Site Establishment	Medium	Medium	1.4.1	1.4.1	Site Establishment	Site Establishment	Medium	Medium	1.4.1	1.4.1	1.4.1	1.4.1	Site Establishment	Site Establishment	Medium	Medium	1.4.1	1.4.1	1.4.1	1.4.1	1.4.1	1.4.1	1.4.1	
1.5	1.5.1	Site Establishment	Site Establishment	High	High	1.5.1	1.5.1	Site Establishment	Site Establishment	High	High	1.5.1	1.5.1	1.5.1	1.5.1	Site Establishment	Site Establishment	High	High	1.5.1	1.5.1	1.5.1	1.5.1	1.5.1	1.5.1	1.5.1	1.5.1
2.0 Traffic Management																											
2.1	2.1.1	Traffic Management	Traffic Management	High	High	2.1.1	2.1.1	Traffic Management	Traffic Management	High	High	2.1.1	2.1.1	2.1.1	2.1.1	Traffic Management	Traffic Management	High	High	2.1.1	2.1.1	2.1.1	2.1.1	2.1.1	2.1.1	2.1.1	
2.2	2.2.1	Traffic Management	Traffic Management	Medium	Medium	2.2.1	2.2.1	Traffic Management	Traffic Management	Medium	Medium	2.2.1	2.2.1	2.2.1	2.2.1	Traffic Management	Traffic Management	Medium	Medium	2.2.1	2.2.1	2.2.1	2.2.1	2.2.1	2.2.1	2.2.1	2.2.1
2.3	2.3.1	Traffic Management	Traffic Management	Low	Low	2.3.1	2.3.1	Traffic Management	Traffic Management	Low	Low	2.3.1	2.3.1	2.3.1	2.3.1	Traffic Management	Traffic Management	Low	Low	2.3.1	2.3.1	2.3.1	2.3.1	2.3.1	2.3.1	2.3.1	2.3.1
2.4	2.4.1	Traffic Management	Traffic Management	Medium	Medium	2.4.1	2.4.1	Traffic Management	Traffic Management	Medium	Medium	2.4.1	2.4.1	2.4.1	2.4.1	Traffic Management	Traffic Management	Medium	Medium	2.4.1	2.4.1	2.4.1	2.4.1	2.4.1	2.4.1	2.4.1	2.4.1
2.5	2.5.1	Traffic Management	Traffic Management	High	High	2.5.1	2.5.1	Traffic Management	Traffic Management	High	High	2.5.1	2.5.1	2.5.1	2.5.1	Traffic Management	Traffic Management	High	High	2.5.1	2.5.1	2.5.1	2.5.1	2.5.1	2.5.1	2.5.1	2.5.1
2.6	2.6.1	Traffic Management	Traffic Management	Medium	Medium	2.6.1	2.6.1	Traffic Management	Traffic Management	Medium	Medium	2.6.1	2.6.1	2.6.1	2.6.1	Traffic Management	Traffic Management	Medium	Medium	2.6.1	2.6.1	2.6.1	2.6.1	2.6.1	2.6.1	2.6.1	2.6.1
2.7	2.7.1	Traffic Management	Traffic Management	High	High	2.7.1	2.7.1	Traffic Management	Traffic Management	High	High	2.7.1	2.7.1	2.7.1	2.7.1	Traffic Management	Traffic Management	High	High	2.7.1	2.7.1	2.7.1	2.7.1	2.7.1	2.7.1	2.7.1	2.7.1

3.0 Bridge Modification Works	Work Item	Work Item Description	Work Item Location	Work Item Start Date	Work Item End Date	Work Item Duration	Work Item Status	Work Item Priority	Work Item Category	Work Item Sub-Category	Work Item Details	Work Item Notes	Work Item Comments
3.0.1	3.0.1.1	3.0.1.1.1	3.0.1.1.1.1	3.0.1.1.1.1	3.0.1.1.1.1	3.0.1.1.1.1	3.0.1.1.1.1	3.0.1.1.1.1	3.0.1.1.1.1	3.0.1.1.1.1	3.0.1.1.1.1	3.0.1.1.1.1	3.0.1.1.1.1
3.0.2	3.0.2.1	3.0.2.1.1	3.0.2.1.1	3.0.2.1.1	3.0.2.1.1	3.0.2.1.1	3.0.2.1.1	3.0.2.1.1	3.0.2.1.1	3.0.2.1.1	3.0.2.1.1	3.0.2.1.1	3.0.2.1.1
3.0.3	3.0.3.1	3.0.3.1.1	3.0.3.1.1	3.0.3.1.1	3.0.3.1.1	3.0.3.1.1	3.0.3.1.1	3.0.3.1.1	3.0.3.1.1	3.0.3.1.1	3.0.3.1.1	3.0.3.1.1	3.0.3.1.1
3.0.4	3.0.4.1	3.0.4.1.1	3.0.4.1.1	3.0.4.1.1	3.0.4.1.1	3.0.4.1.1	3.0.4.1.1	3.0.4.1.1	3.0.4.1.1	3.0.4.1.1	3.0.4.1.1	3.0.4.1.1	3.0.4.1.1
3.0.5	3.0.5.1	3.0.5.1.1	3.0.5.1.1	3.0.5.1.1	3.0.5.1.1	3.0.5.1.1	3.0.5.1.1	3.0.5.1.1	3.0.5.1.1	3.0.5.1.1	3.0.5.1.1	3.0.5.1.1	3.0.5.1.1
3.0.6	3.0.6.1	3.0.6.1.1	3.0.6.1.1	3.0.6.1.1	3.0.6.1.1	3.0.6.1.1	3.0.6.1.1	3.0.6.1.1	3.0.6.1.1	3.0.6.1.1	3.0.6.1.1	3.0.6.1.1	3.0.6.1.1
3.0.7	3.0.7.1	3.0.7.1.1	3.0.7.1.1	3.0.7.1.1	3.0.7.1.1	3.0.7.1.1	3.0.7.1.1	3.0.7.1.1	3.0.7.1.1	3.0.7.1.1	3.0.7.1.1	3.0.7.1.1	3.0.7.1.1



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