

# INTERFACE MANAGEMENT PLAN

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# DRAFT

## Interface Management Plan

Client	CuString
Site	Site Wide
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# Contents

<b>Contents</b> .....	<b>3</b>
<b>1. Introduction</b> .....	<b>5</b>
1.1 Project Scope .....	5
1.1.1 Objectives .....	5
1.1.2 Approach to Interface Management .....	6
1.2 Interface with Other Plans .....	7
1.3 Roles and Responsibilities .....	7
<b>2. The Way We Operate</b> .....	<b>8</b>
2.1 UGL and CPB Contractors' Management System .....	8
2.2 Project Management System (PMS) .....	8
<b>3. Interface Framework</b> .....	<b>8</b>
3.1 Summary of Interfaces .....	8
3.2 Interface Methodology .....	9
3.3 Formal Meetings .....	10
3.4 Interface Planning .....	11
<b>4. Powerlink</b> .....	<b>12</b>
4.1 Interfaces .....	12
4.2 Method and Planning .....	12
4.3 D&C Interface .....	13
<b>5. Queensland Rail</b> .....	<b>13</b>
5.1 Interfaces .....	13
5.2 Method and Planning .....	14
5.3 Safety Management .....	14
5.4 Workplace Health and Safety Management Plan .....	14
5.4.1 Accidents, Incidents and Emergencies .....	14
5.4.2 Pre-Work Drug and Alcohol Screening .....	15
5.4.3 Induction and Training .....	15
5.4.4 Audits .....	15
<b>6. Department of Transport and Main Roads</b> .....	<b>15</b>
6.1 Interfaces .....	15
6.2 Method and Planning .....	16
6.3 DTMR Requirements .....	16
6.4 Road Interface Agreements .....	17
<b>7. PUP Asset Owners</b> .....	<b>17</b>
7.1 Interfaces .....	17
7.2 Method and Planning .....	18
7.2.1 Asset Owner Engagement .....	18
7.2.2 Design .....	18
7.2.3 Construction .....	18
7.2.4 Approvals .....	18
7.2.5 Repairing Damage .....	18
7.3 Requirements and Agreements .....	19
<b>8. Authorities</b> .....	<b>19</b>
8.1 Interfaces .....	19
8.2 Method and Planning .....	19
<b>9. Local Councils</b> .....	<b>19</b>
9.1 Interfaces .....	19
9.2 Method and Planning .....	20

- 10. The State..... 20**
  - 10.1 Interfaces..... 20
  - 10.2 Method and Planning..... 20
- 11. The Independent Verifier..... 21**
  - 11.1 Interfaces..... 21
  - 11.2 Method and Planning..... 21
- 12. Third Party Contractors..... 21**
  - 12.1 Interfaces..... 21
- 13. Monitoring and Reporting ..... 22**
- 14. Auditing and Reviews..... 22**
- 15. Document, Data and Records Management..... 22**
  - 15.1 Data Management..... 22
  - 15.2 Records Management ..... 23

## Appendices

- Appendix A Interface Identification
- Appendix B Project Plan Interface Matrix

# 1. Introduction

## 1.1 Project Scope

The CopperString 2.0 Project (the Project) is an extra high voltage transmission system intended to connect the North West Power System (NWPS) near Cloncurry and Mount Isa to the Powerlink network and National Electricity Market (NEM) at Woodstock.

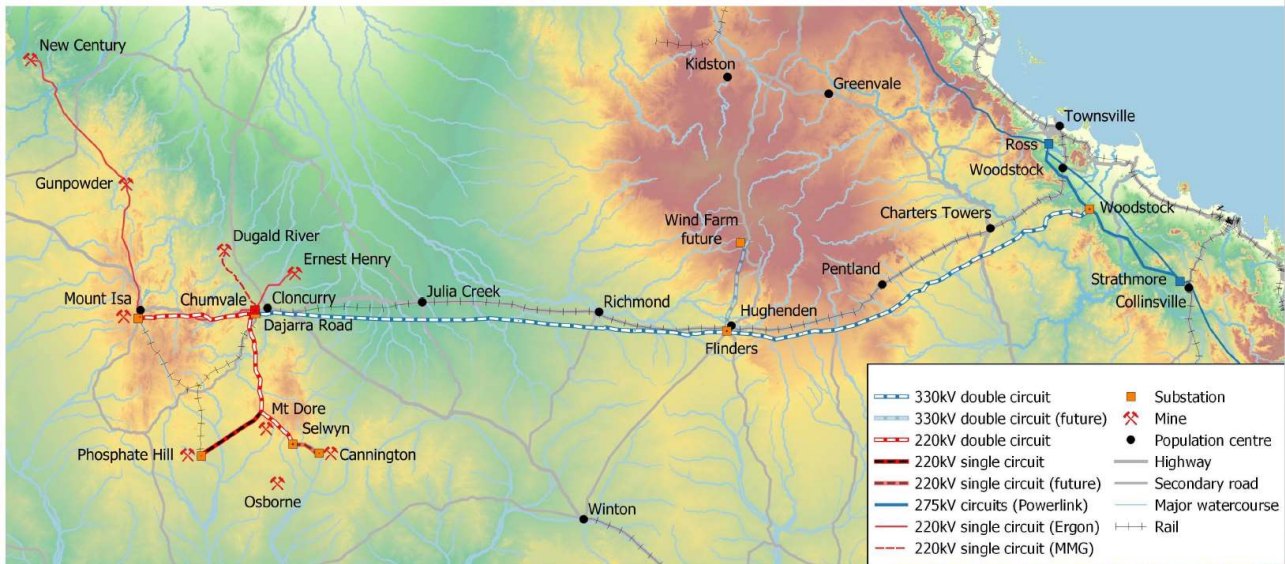


Figure 1: CopperString 2.0 Project – Proposed transmission lines

The purpose of the CopperString 2.0 Project is to connect the North West Minerals Province (NWMP) to the NEM in order to reduce the cost of power supply and facilitate the large-scale development of the Hughenden wind resource and solar resources within the North Queensland Clean Energy Hub (NQCEH).

The scope of work, traversing East to West, consists of the following sections:

- Powerlink Mulgrave Substation and 275kV line augmentation (Powerlink Connection)
- Woodstock Substation as CopperString connection point to the NEM
- Flinders Substation (Hughenden) as core for Renewable Energy Hub
- Dajarra Road Substation (Cloncurry) as core for distributions to larger load centres
- The primary CopperString transmission backbone
- Southern connections consisting of Phosphate Hill transmission line and Woodya substation for forecasted mining loads
- Northern Mount James transmission line and substation connection for additional renewable generation; and
- Termination via Mount Isa augmentation.

The scope consists of a transmission line between the locations above carrying Extra High Voltage power transmission at 330kV and 220kV respectively. Substations located at the interconnecting junctions above shall distribute power to the NWMP and NQCEH respectively.

### 1.1.1 Objectives

This Interface Management Plan (IMP) complies with the requirements of the CuString EPC Contract. The purpose of this IMP is to:

- Identify and describe all interfaces likely to arise as a result of the performance during delivery
- Define how the project will identify, record, plan, manage and continuously review key interfaces to avoid delays or other issues for any stakeholder

- Describe the methodology for coordinating each interface and the planned approach to control each interface
- Define the interface management process in line with various deeds and requirements.

### 1.1.2 Approach to Interface Management

Proactive relationship management, founded on transparent and timely communication, is critical to the project’s success – measured not only by ‘on or ahead-of-time, on budget’ delivery but also the quality and extent to which the project mitigates or eliminates issues and maximises opportunities for all stakeholders. Ongoing, detailed communication with stakeholders will be key to successful interface management.

Internal interfaces are equally critical to external interfaces, with an effectively integrated design and construction (D&C) team able to achieve the strongest best-for-project outcomes. The UGL and CPB JV team will be co-located to support efficient, timely decision-making that best leverages their collective multi- disciplinary and specialist strengths. Details on team collaboration and integration are provided in the Design Management Plan (DMP) and Construction Management Plan (CMP).

Furthermore, as a collaborative contract, the UBL and CPB JV will interface with CuString, the State and Independent Verifier will be a priority. Following on from the RFP and ECI, our team understands the higher level of communication, reporting and approval necessary in collaborative environments. Our focus will be on ensuring all project partners are on the same page and fully informed throughout all stages of delivery. The operations and maintenance (O&M) interface will also be critical to project success during design and delivery. Best practice management of this interface will lead to time, cost and quality gains during D&C delivery and from a whole-of-life perspective.

Table 1 outlines the key strategies the team will employ on CopperString 2.0.

Table 1: Our strategies for delivering certainty

Key Strategies	Outcomes
Empowering design, construction and commissioning teams to work as one and provide certainty to all	Our team is committed to deliver on promises from day one; the likelihood of rework and delays is reduced; approvals can be fast- tracked; planning benefits from more comprehensive insight with higher levels of constructability and reduced risks
Designating the Project Director and Project Delivery Manager to be the key relationship managers across all interface stakeholders	Lines of communication and relationship management are clear, understood and resourced appropriately through the senior project management team
Managing all activities on a best-for-project, rather than best-for-D&C, basis, prioritising no impact on project delivery operations and no delays during testing and commissioning	Stakeholder requirements are understood early and balanced with avenues explored to address as many preferences as possible; the operating pressures and needs of each stakeholder are understood and a product delivered that achieves the goals of multiple stakeholders; our extensive experience is best leveraged.
Establishing clear processes for identifying and managing interface points, in collaboration with relevant project stakeholders	A reliable and repeatable process is documented to protect the interests and needs of all interfacing parties with the highest degree of certainty; safety is placed as the underpinning non-negotiable of the project
Prioritising early engagement and detailed planning on all interfaces	Everyone benefits from no surprises project delivery through genuine collaboration that places the right people in the room and engages them in the right conversations to manage expectations and outcomes
Leveraging the strength of a proven project management system	Detailed management plans guide the right project team behaviours and practices to support excellence in delivery
Providing a clear framework for escalation	Potential issues can be resolved in a timely manner.

Meeting key reporting requirements for the State and IV under the ECP contract model

The project team benefits from trust; feedback and approvals are timely; delays to the overall program are eliminated as a result of relationship factors

## 1.2 Interface with Other Plans

The IMP supports the Project Execution Plan (PEP), which provides an overview of the Project's management system in accordance with the EPC Contract. The PMP's overarching framework governs interactions between the functional management plans and sub-plans to ensure the management system's seamless implementation of the scope of works throughout project delivery. The IMP interfaces with the management plans as shown in Appendix 1.

## 1.3 Roles and Responsibilities

The Construction Director holds overall responsibility for the project's key interfaces as detailed in Table 2. Additional interfaces are noted in Section 3.1.

Table 2: Interface relationship delegations

Interface	Key Interface Manager
Queensland Rail	Construction Director
Department of Transport and Main Roads	Construction Director
PUP asset owners <ul style="list-style-type: none"> <li>– Ergon</li> <li>– Telstra</li> <li>– APA</li> <li>– Other asset owners</li> </ul>	Construction Director
Authorities	Construction Director
Councils	Construction Director
State	Construction Director
Independent Verifier (IV)	Construction Director

The Construction Director will:

- Manage interfaces in accordance with the IMP
- Ensure consistency in the application of interface processes throughout the life of the project
- Work with CuString to identify all interface activities and facilitate the management of key interfaces
- Develop and/or ensure compliance with interface agreements with external parties as required
- Chair and/or attend interface meetings and facilitate the attendance of relevant supporting team members
- Coordinate information requested, supplied and agreed in interface agreements and through the ongoing relationship process
- Report on the status of interfaces as required
- Review the program regularly and ensure counterparts within each stakeholder organisation have maximum notice of activities to allow advance planning
- Ensure timely resolution and/or escalation of interface issues should they arise
- Establish document control processes for interface information

- (a) Monitor the effectiveness of the interface management process and create/share improvements when possible.

## 2. The Way We Operate

'The Way We Operate' is an overall process that guides how UGL and CPB Contractors manages our business to meet client and other stakeholder requirements. It fosters an integrated approach across all operations and functions to deliver outcomes that ensure third party certifications in relation to Australian and International standards for Safety, Health, Environment and Quality are maintained.

### 2.1 UGL and CPB Contractors' Management System

The UGL and CPB Management System (CMS) helps achieve safe and efficient delivery of our requirements under the Contract, as well as our overall business objectives.

The CMS comprises interdependent components (refer Table3), which operationalise our processes to achieve a fully integrated, systematic, planned and consistent approach to delivering work.

Table 3: The CMS' interdependent components

Component	Objective
Policy	A statement of strategic intent and commitment, including minimum requirements
Plans and Procedures	The steps to be undertaken to complete an activity, including the accountable roles and required tools and knowledge
Work Instruction	Detailed instructions on how to conduct a step within a procedure
Tools	Preformatted documents (forms and templates) used to collect specific data or information for a particular purpose
Knowledge	Reference material to provide context or guidance to a policy or procedure

### 2.2 Project Management System (PMS)

CMS documentation (which includes corporate and business unit requirements) forms the foundation of each PMS and drives consistency across all projects.

Projects have the flexibility to add additional documentation specific to the contract requirements. As a result, the PMS is a combination of the CMS and project-specific content.

## 3. Interface Framework

### 3.1 Summary of Interfaces

External interfaces include instances where there is a shared boundary between two work areas that are the contractual responsibility of different parties and each party requires information from the other to successfully perform and/or manage their work. However, the UGL and CPB JV interface strategy goes beyond physical boundaries to include other key interfaces where responsibilities overlap across the project, such as the development or update of procedures.

The project team will manage a wide range of interfaces including with:

- Powerlink (refer to Section 4)
- Queensland Rail (refer to Section 5)
- DTMR (refer to Section 6)
- PUP asset owners (refer to Section 7)



- Authorities (refer to Section 8)
- Local Councils (refer to Section 9)
- The State (refer to Section 10)
- The IV (refer to Section 11).

The Project's interface with the community is of critical importance to the project's success and effective reputation management for all project partners. This interface is detailed extensively in the project's Community and Stakeholder Management Plan.

There are other interfaces including with third party contractors working within or adjacent to the work area, private developments, proximate works, unowned parcels where the interface requires works to be performed on the property and/or vehicle and/or pedestrian access to be provided and maintained, and all other existing operations.

The project also requires interfaces with various regulatory authorities and Emergency Services, alongside internal and/or project team interfaces, such as subcontractors, suppliers and the workforce. These interfaces are addressed as required in the project's suite of management plans the Construction Management Plan, Traffic Management Plan, Commissioning Plan and Community and Stakeholder Management Plan.

## 3.2 Interface Methodology

The UGL and CPB JV's interface methodology for all key interfaces is shown in Table 4.

Table 4: Interface methodology

Interface Process	Details	Applicable Interfaces
Interface schedule	An interface schedule will be developed based on the interfaces identified in this plan and any additional interfaces that arise	– All
Interface meetings	Regular interface meetings will be held – generally monthly – with key stakeholders and CuString to review the status of the interface, deal with interface issues identified on the interface schedule and manage new items identified by the parties	– Queensland Rail – DTMR – Local Council – PUP asset owners – Powerlink / O&M
Interface plans	Specific interface plans will be developed for instances where project activities physically interface with other stakeholders or other projects to ensure documented mapping of how those activities will roll out, identify key responsibilities and accountabilities, ensure protection of the safety of the public, workers and operations, and define a transparent and pre-agree process. No activities will proceed without the right level of documented planning.	– Queensland Rail – Powerlink / O&M – DTMR – Local Council – PUP Asset Owners

Interface Process	Details	Applicable Interfaces
Design meetings	Design meetings will ensure stakeholders are involved and informed every step of the way through the design development process	<ul style="list-style-type: none"> <li>– Powerlink</li> <li>– PUP asset owners</li> <li>– The State</li> </ul>
Safety in Design workshops	<p>Multiple workshops will be undertaken covering all design disciplines at the following stages of design development:</p> <ul style="list-style-type: none"> <li>– Concept</li> <li>– Stage 1 Design</li> <li>– Stage 2 Design</li> <li>– Construction (transfer of residual risks to construction)</li> <li>– Commissioning and handover (transfer of residual risks to O&amp;M).</li> </ul>	<ul style="list-style-type: none"> <li>– Powerlink / O&amp;M</li> <li>– Queensland Rail</li> <li>– DTMR</li> <li>– PUP asset owners</li> <li>– The State</li> <li>– Local Council</li> </ul>
Risk workshops	Risk workshops involving all relevant stakeholders will be scheduled throughout delivery of the project and the risk register will be updated after each workshop and on regular intervals by the Project Director.	<ul style="list-style-type: none"> <li>– Powerlink / O&amp;M</li> <li>– Queensland Rail</li> <li>– DTMR</li> <li>– The State</li> <li>– Local Council</li> </ul>
Coordination committee	A coordination committee structure will be used between UGL and CPB JV and Powerlink to provide a forum for raising opportunities and issues and supporting ongoing discussion and collaboration	<ul style="list-style-type: none"> <li>– Powerlink</li> </ul>
Compliance Confirmation	A formal process will be followed to ensure that relevant plans (e.g. safety, Work Method Statements etc) are confirmed as compliant well in advance of works	<ul style="list-style-type: none"> <li>– Powerlink</li> <li>– Queensland Rail</li> <li>– DTMR</li> <li>– PUP asset owners</li> <li>– Authorities</li> <li>– Local Council</li> </ul>
Testing, commissioning and handover planning	<p>Planning for commissioning and handover will commence immediately after Contract Award and will include:</p> <ul style="list-style-type: none"> <li>– Establishing the asset management structure</li> <li>– Developing compliance documentation requirements</li> <li>– Managing procurement and associated lead times and general timeframes</li> <li>– Confirming the program for testing prior to site delivery</li> <li>– Confirming the program for acceptance testing and commissioning and handover dates</li> <li>– Developing communication protocols</li> </ul>	<ul style="list-style-type: none"> <li>– Powerlink</li> </ul>

### 3.3 Formal Meetings

In addition to the interface process detailed in Section 3.1, Table 5 provides an overview of the key formal meetings with CuString planned by the UGL and CPB JV, subject to confirmation on award. These formal meetings are supported by a vast range of informal meetings and ongoing communication to ensure time-critical information is shared in the best interests of the project and its stakeholders.

Table 5: Key meetings to be held by the UGL and CPB JV

Meeting	Frequency	CuString & JV
Client project meeting	Monthly	■
Project safety site visit (walk-through)	Weekly	■
Design approvals meeting	Fortnightly	■
Construction method briefings	Weekly	■
O&M interface meetings	Monthly	■
Safety interface meeting	Weekly	■
Community Reference Group (CRG)	Monthly	■
Communications Working Group	Monthly	■
Traffic Management Liaison Group (TMLG)	Monthly	■
Community planning session	Quarterly	■
Community client meeting	Monthly	■
Community and stakeholder meetings including environment	As required	■
Construction and communications and stakeholder team interface meeting	Weekly	■
Quality meeting	Monthly	■
Disputes resolution board	Quarterly	■
Payment claim review	Monthly	■

### 3.4 Interface Planning

Design interfaces are covered in detail in the Design Management Plan. This includes engaging key stakeholders in the design development process and ensuring feedback and approval gates with CuString. A robust, collaborative and integrated design process will best position the project to support the aim of 'building for the future'. Involving a broad spectrum of stakeholders ensures that key areas such as the stations, for example, are ultimately designed 'right' the first time.

Delivery interfaces are first managed via this Interface Management Plan and the Project Execution Plan. For those interfaces directly relating to construction works, they are also managed via Work Method Statements (WMSs) and Work Packs (WPs). Bespoke interface planning will be undertaken for all significant physical interfaces similar to a WMS.

Interface Plans will be developed with the relevant stakeholders when required to cover specific interfaces and their scope. These will be made available to all site personnel to ensure scope of work, communication, and risk management and mitigation measures, are clear to teams working in areas with physical interface requirements. These will include details on:

- The interfaces involved and their scope of works
- Drawings identifying interfaces and the work site
- Agreement on the regularity of drawing updates
- The method of the works to be performed
- Safety risks identified by a risk assessment, proposed safety measures and responsibilities in relation to those safety measures to ensure compliance with all Safe Work Method Statements (SWMSs)
- SWMSs specific to the interface works.

In addition, a key feature of interface management is ensuring the safety of all project and operational work teams as well as the wider public. Interface plans and general project safety management will ensure:

- Safety risks are identified and assessed
- Safety risk management measures are developed and enacted for those identified safety risks
- Roles, responsibilities and timeframes are clearly defined and understood in relation to implementing and maintaining safety risk management measures
- Monitoring is undertaken in accordance with wider project monitoring practices.

Various site-based personnel will generally manage operational plans. In the event that issues arise, a simple escalation process will be followed, first through the immediate manager. Processes defined in the CMP detail methodologies for monitoring performance.

## 4. Powerlink

### 4.1 Interfaces

The following Table 6 outlines the anticipated key interfaces between the Project and Powerlink.

Table 6: Powerlink Key Interfaces

Interface Type	Key Area	Key Requirements
Physical	Chumvale Substation Tie-in	Design interface; planning coordination; access to works; isolation of tie-in equipment; alternative transport arrangements to mitigate service disruptions
Physical	New access roads	Design interface; planning coordination; access to works; Permits to Work; isolation of equipment; support for commissioning
Physical	Testing, commissioning and handover	Access for system integration testing
System	Testing, commissioning and handover	Access to equipment, facilities and technical support during the tie-in to existing equipment and participation in commissioning processes and cooperation in developing the handover plan
Procedural	O&M manual development	Confirmation of requirements from Powerlink to develop manual for assisting O&M

### 4.2 Method and Planning

UGL and CPB JV's interfacing with Powerlink, will uphold the integrity of physical operations, systems and procedural interfaces.

The UGL and CPB JV's approach to ensuring the early and continued involvement of Powerlink in developing the design for the EPC works, and supporting delivery, is to coordinate with representatives from Powerlink throughout the process.

Details of the interface method and planning functions are provided in Table 4. Key forums that will drive certainty for Powerlink include:

- **Design meetings** – ensuring they are involved and informed every step of the way through the design development process, generally at least fortnightly, so EPC Activities do not impose new, higher and/or unplanned requirements on Powerlink and decisions made by the JV are best-for-project rather than best-for-D&C.
- **Integration team meetings** – providing advance notice of integration team meetings and ensuring opportunities are provided for Powerlink representatives to attend and contribute.
- **Coordination committee** – establishing a coordination committee including Powerlink representatives, anticipated as fortnightly meetings during detailed design, monthly meetings during construction, and back to fortnightly meetings during commissioning.
- **Office representative** – encouraging a level of co-location for Powerlink representatives, to allow the design process to benefit from more regular input points in addition to formalised design meetings and the coordination committee
- **Interface plans** – developing specific interface plans for the tie-in in collaboration with Powerlink.

## 4.3 D&C Interface

The UGL and CPB JV will actively engage, cooperate and coordinate with the Powerlink to ensure EPC Works are delivered with minimal practical disruption to existing services and in a manner that meets the requirements and intent of the EPC Interface Deed.

# 5. Queensland Rail

## 5.1 Interfaces

The following Table 7 outlines the anticipated key interfaces between the Project and Queensland Rail.

Table 7: Queensland Rail Key Interfaces

Interface Type	Key Area	Key Requirements
Physical	Ravenswood Branch	Mingela to Ravenswood 4 x level crossings intersecting with alignment and access tracks
Physical	Mount Isa Line	Mingela Siding x 2 level crossing interfaces Stuart to Hughenden x 9 level crossing interfaces Homestead Yard x 2 level crossing interfaces Torrens Creek Siding x 2 level crossing interfaces Prairie Yard x 2 level crossing interfaces Hughenden to Cloncurry x 2 level crossing interfaces
Physical	Winton Branch	Hughenden to Winton x 3 level crossing interfaces
Physical	Mount Isa Line	Hughenden to Cloncurry x 21 level crossing interfaces Kujabbi Main x 1 level crossing interfaces Cloncurry to Mt Isa x 5 level crossing interfaces

		Stuart to Hughenden x 1 level crossing interface
Physical	Selwyn Branch	Malbon to Selwyn x 5 level crossing interfaces

## 5.2 Method and Planning

The UGL and CPB JV's approach to ensuring the early and continued involvement of Queensland Rail in developing the construction methodology and delivery schedule for the EPC works, and supporting delivery, is to coordinate with representatives from Queensland Rail throughout the process.

- Details of the interface method and planning functions that will drive certainty for Queensland Rail include:
- **Early Works Interface meetings** – ensuring they are involved and informed every step of the way through the design development process, so EPC Activities do not impose any issue to QR schedule.
- **Interface plans** – developing specific interface plans for the level crossing interface works in collaboration with QR.

## 5.3 Safety Management

Safety in Design is a critical part of the project's overall approach to safety. Refer to the Design Management Plan for full details on our Safety in Design process.

Prior to the commencement of any works that are likely to be carried out on Queensland Rail property or impact Queensland Rail operations, UGL and CPB JV, CuString and Queensland Rail will carry out a full safety risk assessment to identify any risks to people, property or the environment. These risks will be used to populate the Risk Management Plan, which will identify the risks, mitigation measures and responsible party for managing those risks.

The Risk Management Plan will be a live document that will be maintained for the life of the project and be subject to periodic review and amendment or as work site conditions warrant an amendment.

The UGL and CPB JV will comply with all workplace, health, safety and environmental laws applicable to works carried out on Queensland Rail property or infrastructure. When working in the Queensland Rail corridor, our team recognises we are working under the Queensland Rail RIM and will ensure our safety systems comply with the requirements of Queensland Rail.

## 5.4 Workplace Health and Safety Management Plan

### 5.4.1 Accidents, Incidents and Emergencies

All accidents, incidents and emergencies will be managed in accordance to the protocols dictated in the Workplace Health and Safety Management Plan (WHSMP). Notifications will be provided in accordance with these plans.

The UGL and CPB JV is responsible for establishing all safety and incident response procedures. Any third party entering the site will be required to sign a declaration stating they have read, understood and will follow the procedures in place. In the case of any incident or accident that occurs on site the third party will:

- Report the accident/incident to the supervisor in charge of the work area they are in
- Render any assistance and first aid to all injured persons including alerting Emergency Services for assistance if required
- Collect details of other parties and witnesses, and take records, photographs and sketches of the accident
- Submit their workers to undergo any testing or Fitness for Work assessment deemed necessary by the UGL and CPB JV.

### 5.4.2 Pre-Work Drug and Alcohol Screening

It is the policy of the UGL and CPB JV to perform compulsory drug and alcohol screening prior to start of work and in accordance with the Fitness for Work Procedure – Drug and Alcohol Test Procedure. Any third party entering a site under the control of the JV will be expected to be present for and undergo the same screening process as JV workers. Failure to comply will result in the worker(s) involved being barred from work.

### 5.4.3 Induction and Training

All third-party personnel who enter the UGL and CPB JV site for the purpose of carrying out works will be inducted prior to starting works.

Standard operating procedures will be followed to ensure all workers have adequate levels of training in relation to the works they are performing. All staff that will be required to work within the Queensland Rail corridor will, as a minimum, hold valid Safely Access the Rail Corridor (SARC) and Fatigue Management training accreditations, and be registered with the Rail Industry Worker program.

### 5.4.4 Audits

Project works involving interfaces will be audited as part of the wider project auditing processes detailed in the Project Execution Plan and Quality Management Plan.

The audit program will cover conformance to procedures including assessing any additional hazards and control measures that may be required to continue safe operations around the site. An audit will be undertaken whenever there is a significant change to any part of this plan, a change in schedule, or a change in site conditions.

## 6. Department of Transport and Main Roads

### 6.1 Interfaces

The following Table 8 outlines the anticipated key interfaces between the Project and Department of Transport and Main Roads (DTMR).

Table 8: DTMR Key Interfaces

Interface Type	Key Area	Key Requirements
Physical	Ayr Ravenswood Road	TMP and plan approvals; lane closure approvals; incident management; maintenance; access and egress to the construction site; shoulder widening, turn-in lanes/stop bays.
Physical	Burdekin Falls Dam Road	TMP and plan approvals; lane closure approvals; incident management; maintenance; access and egress to the construction site; shoulder widening, turn-in lanes/stop bays.
Physical	Flinders Highway	TMP and plan approvals; lane closure approvals; incident management; maintenance; access and egress to the construction site; shoulder widening, turn-in lanes/stop bays.
Physical	Gregory Developmental Road	TMP and plan approvals; lane closure approvals; incident management; maintenance; access and egress to the construction site; shoulder widening, turn-in lanes/stop bays.

Physical	Aramac Torrens Creek Road	TMP and plan approvals; lane closure approvals; incident management; maintenance; access and egress to the construction site; shoulder widening, turn-in lanes/stop bays.
Physical	Hughenden Muttaborra Road	TMP and plan approvals; lane closure approvals; incident management; maintenance; access and egress to the construction site; shoulder widening, turn-in lanes/stop bays.
Physical	Kennedy Development Road	TMP and plan approvals; lane closure approvals; incident management; maintenance; access and egress to the construction site; shoulder widening, turn-in lanes/stop bays.
Physical	Richmond Winton Road	TMP and plan approvals; lane closure approvals; incident management; maintenance; access and egress to the construction site; shoulder widening, turn-in lanes/stop bays.
Physical	Julia Creek Kynuna Road	TMP and plan approvals; lane closure approvals; incident management; maintenance; access and egress to the construction site; shoulder widening, turn-in lanes/stop bays.
Physical	Landsborough Highway	TMP and plan approvals; lane closure approvals; incident management; maintenance; access and egress to the construction site; shoulder widening, turn-in lanes/stop bays.
Physical	Cloncurry Duchess Road	TMP and plan approvals; lane closure approvals; incident management; maintenance; access and egress to the construction site; shoulder widening, turn-in lanes/stop bays.
Physical	Barkly Highway	TMP and plan approvals; lane closure approvals; incident management; maintenance; access and egress to the construction site; shoulder widening, turn-in lanes/stop bays.
Physical	Hann Highway	TMP and plan approvals; lane closure approvals; incident management; maintenance; access and egress to the construction site; shoulder widening, turn-in lanes/stop bays.

## 6.2 Method and Planning

DTMR interfaces will be managed through the project's Traffic Management Plan. This provides for detailed processes including the Traffic Management Liaison Group (TMLG).

Specific interactions with DTMR-controlled roads include:

- Access and egress points at each of the roads identified above that intersect with the alignment or new access tracks.
- Lane closures and road closures at the roads identified above for stringing activities and/or infrastructure upgrade works to facilitate deliveries of plant and materials to site in a safe manner.
- Lane closures for installing and removing signage at the roads identified above.
- Day and/or night works for asphalt or gravel widening works on the roads identified above.

## 6.3 DTMR Requirements

The UGL and CPB JV has developed our construction methods to ensure full compliance with DTMR's procedures. Our traffic management planning has been detailed within the Traffic Management Plan and all works have been reviewed to ensure compliance with DTMR's requirements.

Our project TMP takes into account the requirements of the guidelines, including the requirements laid out for any road works to be undertaken. We confirm all lane closures will comply with those parameters.



## 6.4 Road Interface Agreements

Road interfaces will be managed in accordance with the Design Management Plan and Construction Methodology Management Plan including design review process, Safety in Design process, on-site construction management practices and protocols, traffic management and so forth.

## 7. PUP Asset Owners

### 7.1 Interfaces

The following Table 9 outlines the anticipated key interfaces between the Project and PUP Asset Owners.

Table 9: PUP Asset Owners Key Interfaces

Alignment Location	Asset Owner	Service	UG / OH	Conflict
Mingela No. 1 SWER x 2	Ergon	Electricity	OH	19.100kV
Clare South Charters Towers x 2	Ergon	Electricity	OH	66.000kV
Millchester No. 09 x 2	Ergon	Electricity	OH	19.100kV
Millchester - Mountleyshon	Ergon	Electricity	OH	66.000kV
Caperiver No. 02	Ergon	Electricity	OH	19.100kV
Torrens Ck x 4	Ergon	Electricity	OH	19.100kV
Hughenden - Winton	Ergon	Electricity	OH	66.000kV
Barbon Quarry Feeder x 5	Ergon	Electricity	OH	19.100kV 33.000kV
Richmond Sth SWER No. 01	Ergon	Electricity	OH	19.100kV
Maxwelton Sth SWER No. 01	Ergon	Electricity	OH	19.100kV
Nonda SWER No. 01	Ergon	Electricity	OH	19.100kV
Julia Creek No. 10 Nelia x 2	Ergon	Electricity	OH	19.100kV
Julia Creek NO. 01 Triplex x 2	Ergon	Electricity	OH	19.100kV
Julia Creek No. 11 Orindi x 2	Ergon	Electricity	OH	19.100kV
North Cloncurry No. 02	Ergon	Electricity	OH	19.100kV
Cloncurry No. 01 x 2	Ergon	Electricity	OH	19.100kV
Duschess Rd – Cloncurry x 2	Ergon	Electricity	OH	66.000kV
MICC-CHUM 220kV DR 7018 x 2	Ergon	Electricity	OH	220.000kV
Marykathleen No. 01	Ergon	Electricity	OH	11.000kV
Duchess Rod No. 12	Ergon	Electricity	OH	66.000kV
Cloncurry No. 01 x 3	Ergon	Electricity	OH	19.100kV
Torrens Ck	Ergon	Electricity	OH	19.100kV
Richmond x 7	Ergon	Electricity	OH	33.000kV 19.100kV
Hughenden - Richmond	Ergon	Electricity	OH	66.000kV
MICC-CHUM FDR 7018	Ergon	Electricity	OH	220.000kV
Duchess Rd – Cloncurry	Ergon	Electricity	OH	66.000kV
Ernest Henry 7431	Ergon	Electricity	OH	220.000kV

Chumvale-Cloncurry	Ergon	Electricity	OH	66.000kV
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## 7.2 Method and Planning

The UGL and CPB JV will ensure the standards, guidelines and requirements of each asset owner are fully understood and will use approved or preferred contractors to perform relocations where work is not self-performed, in accordance with the asset owners' requirements. Strict quality control processes will be maintained.

Our process for preventing or minimising disruption to PUP includes:

- Providing detailed briefings to relevant stakeholders throughout the process, including reviews of construction methodology
- Designing relocating methods, where possible, so relocated services can be installed while the existing service is in operation, minimising cutover times
- Using the JV's industry leading service location methods to confirm the location of known and unknown services with maximum certainty
- Allowing sufficient time for the design and approval process for each service
- Deploying approved methods for managing protections and relocations
- Cutting over critical services to businesses and the community during off-peak/low consumption times to reduce impacts, supported by community information programs where needed
- Coordinating works, where relevant, to ensure outages will not impact major operations and events.

### 7.2.1 Asset Owner Engagement

Powerlink and Ergon Energy have not been consulted with during the ECI phase including detailed reviews of proposed protection and relocation plans. On award, they will all be engaged with early to provide maximum surety of plans and processes, in addition to other PUP providers and asset owners as relevant.

### 7.2.2 Design

Asset owners will develop their designs based on UGL and CPB JV's alignment and subsequent conflicts.

### 7.2.3 Construction

The UGL and CPB JV will engage each asset owner to deliver works. Any other PUP will be managed on an individual basis.

### 7.2.4 Approvals

The UGL and CPB JV acknowledges all PUP works must be approved by the relevant asset owner in writing prior to any project activities commencing that relate to the PUP under their ownership.

On award, all proposed protection and relocation plans will be confirmed with the relevant asset owner. The methodology for relocating unknown services will be prepared and approved based on the principles employed for known services.

The UGL and CPB JV will continue to emphasise collaborative consultations with asset owners to determine jointly satisfactory solutions. Asset owners will be re-engaged immediately on award to ensure services are addressed as early as possible in the program and, where possible, managed prior to construction.

### 7.2.5 Repairing Damage

The primary mitigation measure that will safeguard PUP from damage is total avoidance and, where that is not possible, the performance of rigorous service location methods prior to works. In the unlikely event PUP incur damage, the team will quickly work to understand the required interfaces, notify the asset owner, engage with them to determine the best rectification method, and fix the PUP in accordance with their design, methodology and requirements, if allowed, or make provision for them to carry out repairs.

## 7.3 Requirements and Agreements

The UGL and CPB JV will plan and engage with each asset owner and develop Memorandums of Understanding (MOUs) or Interface Agreements as specified by their requirements. The JV will enter into contract with each owner or their nominated accredited subcontractors for the work.

## 8. Authorities

### 8.1 Interfaces

The following Table 10 outlines the anticipated key interfaces between the Project and Authorities.

Table 10: Authorities Key Interfaces

Interface Type	Key Area	Key Requirements
Physical	DTMR / Local Council	Access to traffic signalling interfaces; access to road infrastructure for PUP enabling works, road modifications and resurfacing/relining; traffic modelling requirements; planned road closures, traffic management and detours
Physical/procedural	Queensland Police Service (QPS)	Emergency response planning; incident management; network security; passenger safety; vandalism management
Physical/procedural	Queensland Fire and Rescue Service (QFRS)	Fire management requirements; emergency response and planning; right of way emergency access; hazardous fire environment consultation; hot works approvals (seasonal)
Physical	Powerlink	Provision of access to the existing infrastructure

### 8.2 Method and Planning

The UGL and CPB JV will identify and engage with all key Authorities during the detailed design phase to establish authority requirements and procedures for incorporation into design assurance and construction planning.

The JV team will leverage its substantial experience in working on major infrastructure projects to ensure early identification of all D&C planning requirements that may impact local or state authorities and implement open consultation to achieve necessary approvals with no unplanned delays.

Mitigation measures will be provided in all instances where design or construction works may impact the ability of local or state authorities to comply with their obligations. These mitigation measures will be agreed in advance with all relevant parties and updated periodically to ensure any changes or enhancements to the public environment as a result of project works are clearly understood and incorporated in their planning.

## 9. Local Councils

### 9.1 Interfaces

The following Table 11 outlines the anticipated key interfaces between the Project and Local Council/s.

Table 11: Local Council Key Interfaces

Interface Type	Key Area	Key Requirements
Physical	Intersections and local roads	Minimise construction traffic; approvals for haulage on local roads; carry out regular maintenance; pre and post-condition surveys
Physical	Parks and shared pathways adjacent to residential areas	Approvals for temporary diversions; approval for completed Shared Use Paths
Physical	Parking	Ensure no construction parking on local roads
Physical	Signage	Maintain existing levels of signage

## 9.2 Method and Planning

The UGL and CPB JV will involve all local councils as required through the design development process so our team gains a clear understanding of its requirements and its representatives are kept apprised of project plans throughout delivery. This will be augmented by briefings on an as-needs basis.

Specific regulatory processes relate to each of the key interfaces identified above. We will collaborate with Council to ensure a clear understanding of our works and their requirements and will adhere to those at all times. In relation to roads and traffic management, will engage with local councils on all road interfaces through the processes established in the project's Traffic Management Plan, and through the Traffic Management Liaison Group, and ensure traffic management compliance with road requirements.

# 10. The State

## 10.1 Interfaces

The following Table 12 outlines the anticipated key interfaces between the Project and The State.

Table 12: The State Key Interfaces

Interface Type	Key Area	Key Requirements
Contractual	State modifications	Work with CuString as required to address any State directed modifications
Contractual	Transfer	Work with CuString as required to hand over and transfer the works to the State (or Others) on completion of the project

## 10.2 Method and Planning

The relationship with the State is contractually managed through CuString. However, the UGL and CPB JV is supportive of CuString's one-team focus and recognises the requirement for direct interfacing through all stages of project delivery. The UGL and CPB JV's monthly client project meetings provide a formal forum for reviewing and discussing the project's progress. These will be supported by ongoing informal communication. Co-location of CuString and the IV in the Main Project Office will support effective and

efficient informal communication and engagement, in addition to formal meetings and reporting processes. Provision has also been made for co-location by the State within the Main Project Office facilities in accordance with the Project Scope and Requirements.

## 11. The Independent Verifier

### 11.1 Interfaces

The following Table 13 outlines the anticipated key interfaces between the Project and the Independent Verifier (IV).

Table 13: IV Key Interfaces

Interface Type	Key Area	Key Requirements
Process	Independent verification of design documentation and certification	<p>Work with the IV to:</p> <ul style="list-style-type: none"> <li>– Coordinate delivery and processing of design packages to enable efficient processing of documentation</li> </ul> <p>Address comments and issues from all stakeholders and work with the IV to close comments in a timely manner</p>
Process	Facilitation of design documentation workshops	Work with the IV to develop agendas, coordinate stakeholder attendees and respond to comments and actions resulting from workshop minutes
Process	Release of hold and witness points	Coordinate with the IV (and the designer) to enable access to site, timely notifications, and required documentation for the release of hold points
Process	Early works risk assessments	If required, work with the IV to assess risks for assessment/approval

### 11.2 Method and Planning

The IV is accountable to the State and responsible for approving designs for construction in consultation with the State. UGL and CPB JV's Engineering Manager will take prime responsibility for the IV interface, in partnership with CuString – coordinating and providing information and access to work sites for inspections to ensure the IV is able to complete their responsibilities in an efficient and timely manner.

The Engineering Manager will ensure the IV can access all required information, is notified of relevant meetings and kept up to date with look-ahead schedules for the delivery of design documentation as well as updated management plans and programs. The Quality Manager will advise the IV when their attendance is required to release hold points and observe witness points.

Co-location in the Main Project Office will maximise interfaces and understanding of D&C issues. This will enable design leads to understand, in advance, the IV's view on all aspects of design, in turn improving document quality and reducing the amount of design documents required.

## 12. Third Party Contractors

### 12.1 Interfaces

Other potential interfaces include:

- Third party contractors working within or adjacent to the project alignment
- Private developments
- Proximate works
- Unowned parcels where the interface requires works to be performed on the property and/or vehicle and/or pedestrian access to be provided and maintained
- All other existing operations.

## 13. Monitoring and Reporting

Monitoring, measurement and reporting are the checks and balances within the CPB ISO 9001 certification to ensure that the D&C Activities are delivered competently, comply with all EPC requirements, and achieve the UGL and CPB JV's continual improvement objectives. Details of project-wide monitoring and reporting procedures are detailed in the Project Execution Plan.

## 14. Auditing and Reviews

Project wide auditing and review procedures are detailed in the Project Execution Plan.

## 15. Document, Data and Records Management

All D&C documents for the EPC will be managed, controlled, registered, traceable, maintained and auditable. The UGL and CPB JV will adopt TeamBinder as the project's document management system for transmitting and storing documents and will be used to provide secure storage of all D&C records. These will include the items listed above, as well as other project resources, tools and correspondence to support the D&C team in delivering the project.

TeamBinder allows users to electronically view, manage, revise, share and distribute documents across the internet. It also allows property-based searching to locate a single document or groups of documents depending on selected search criteria. It will be configured to create workflows and allows documents to be transmitted via a proprietary messaging system or external email systems or fax machines.

To ensure proper management and approval of amendments, all original and revised documents will be issued through TeamBinder. Documents subject to version control will include procedures, engineering drawings, specifications and contract documents. Controlled documents may also include those from external authorities such as codes and standards.

Document distribution lists will be developed and agreed by the relevant functional management groups to ensure interested parties receive relevant controlled documents. Documents created by D&C activities will be numbered using an approved, internally generated numbering and coding structure.

The review and approval process will be described in a 'Document Review and Approval Matrix'.

All incoming and out-going correspondence will be controlled, registered and received/issued via transmittals by the Document Controller.

### 15.1 Data Management

Data management procedures are detailed in the Project Execution Plan.

The following systems for creating and storing electronic documents will be established:

- TeamBinder: this internet-based system is used to retain working documents and records used within the D&C Activities, enables collaboration with suppliers and contractors, and replaces email for certain types of correspondence

- Our Way: this contains all reference information required for the D&C activities including explanations of business processes, tools (forms and templates) and other knowledge resources
- Site management system: this contains the D&C accounting, cost control and forecasting tools.

## 15.2 Records Management

Good record keeping is standard business practice at UGL and CPB and we understand the requirements of the Public Records Act 2002 (Qld) (the Act) as the framework for managing public records.

The JV upholds the principles of the Information Standards and the requirements to properly create, manage and dispose of records in accordance with the Act to ensure public records are preserved and accessible over time to meet legislative, accountability, business and cultural requirements.

All relevant records will be stored in TeamBinder and will be available for audit by the State and IV.

# Appendix A Interface Identification



Copperstring 2.0

Ergon Crossings

Line No.	Line From	Line To	Ergon Crossing No.	FID	Line Name	FDR_No	FDR_Name	Op_Volt	Crossing Works - Type and Dimensions						Location				
									Underground		Ergon		Protective Treatments		Latitude	Longitude			
									Temporary	Permanent	Special Requirements	Hurdles	Crane / Sheaves						
L1	Woodstock Substation	Flinders Substation	Ergon 01	37	Woodstock to Dajarra Road	MN-01	Mingela No. 1 SWER	19.100 kV	1	Ergon TBC	-	-	-	-	-	-19.98655038640	146.7260319976000		
			Ergon 02	35	Woodstock to Dajarra Road	MN-01	Mingela No. 1 SWER	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.03158356340	146.70161919000		
			Ergon 03	48	Woodstock to Dajarra Road	CHTO	Clare South Charters Towers	66.000 kV	1	Ergon TBC	-	-	-	-	-	-20.04295454140	146.69953808100		
			Ergon 04	46	Woodstock to Dajarra Road	CHTO	Clare South Charters Towers	66.000 kV	1	Ergon TBC	-	-	-	-	-	-20.10295493540	146.52552093500		
			Ergon 05	40	Woodstock to Dajarra Road	MILC-09	Millchester No. 09	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.23184182140	146.33079662100		
			Ergon 06	44	Woodstock to Dajarra Road	MILC-09	Millchester No. 09	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.24538087640	146.30505483400		
			Ergon 07	41	Woodstock to Dajarra Road	MR-LE-1	Millchester - Mountleyshon	66.000 kV	1	Ergon TBC	-	-	-	-	-	-20.26948522040	146.26531997600		
			Ergon 08	33	Woodstock to Dajarra Road	CR-02	Caperiver No. 02	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.63273516740	145.59466530300		
			Ergon 09	45	Woodstock to Dajarra Road	HU-20	Torrens Ck	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.90857633640	144.76522107900		
			Ergon 10	44	Woodstock to Dajarra Road	HU-20	Torrens Ck	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.94782904140	144.58168556900		
			Ergon 11	50	Woodstock to Dajarra Road	N/A	N/A	33.000 kV	1	Ergon TBC	-	-	-	-	-	-20.91640700240	144.38497705300		
			Ergon 12	43	Woodstock to Dajarra Road	HU-20	Torrens Ck	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.90326254640	144.23843220100		
			Ergon 13	30	Woodstock to Dajarra Road	HU-WI-1	Hughenden - Winton	66.000 kV	1	Ergon TBC	1	-	-	-	-	-20.88349402040	144.16972319900		
L2	Flinders Substation	Dajarra Road Substation	Ergon 14	42	Woodstock to Dajarra Road	HU-20	Torrens Ck	19.100 kV	1	Ergon TBC	-	-	-	-	-20.88278453740	144.15863845200			
			Ergon 15	5	Woodstock to Dajarra Road	RI-80	Barbon Quarry 33kV Feeder	33.000 kV	1	Ergon TBC	-	-	-	-	-20.91021238040	143.80466106000			
			Ergon 16	2	Woodstock to Dajarra Road	RI-80	Barbon Quarry 33kV Feeder	19.100 kV	1	Ergon TBC	-	-	-	-	-20.89855102140	143.71924428200			
			Ergon 17	10	Woodstock to Dajarra Road	RI-80	Barbon Quarry 33kV Feeder	19.100 kV	1	Ergon TBC	-	-	-	-	-20.88927820540	143.58245445000			
			Ergon 18	3	Woodstock to Dajarra Road	RI-80	Barbon Quarry 33kV Feeder	33.000 kV	1	Ergon TBC	-	-	-	-	-20.88707266040	143.54961874500			
			Ergon 19	9	Woodstock to Dajarra Road	RI-80	Barbon Quarry 33kV Feeder	19.100 kV	1	Ergon TBC	-	-	-	-	-20.88558346540	143.40417305100			
			Ergon 20	7	Woodstock to Dajarra Road	RS-01	Richmond 5th SWER No. 01	19.100 kV	1	Ergon TBC	-	-	-	-	-20.84372597440	143.15135704500			
			Ergon 21	11	Woodstock to Dajarra Road	MS-01	Maxwellton 5th SWER No. 01	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.83593106640	142.89172031700		
			Ergon 22	14	Woodstock to Dajarra Road	NO-01	Nonda SWER No. 01	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.80535988840	142.50586961400		
			Ergon 23	24	Woodstock to Dajarra Road	JC-10	JuliaCreek No. 10 Nella	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.78650520040	142.26518825400		
			Ergon 24	22	Woodstock to Dajarra Road	JC-10	JuliaCreek No. 10 Nella	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.79812431940	142.03288772500		
			Ergon 25	20	Woodstock to Dajarra Road	JC-01	JuliaCreek No. 01 Triplex	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.79818171440	142.82112578300		
			Ergon 26	1	Woodstock to Dajarra Road	JC-01	JuliaCreek No. 01 Triplex	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.79724890840	144.76706128600		
			Ergon 27	8	Woodstock to Dajarra Road	JC-11	JuliaCreek No. 11 Orindi	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.79193780340	141.42298529700		
			Ergon 28	26	Woodstock to Dajarra Road	JC-11	JuliaCreek No. 11 Orindi	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.78025480340	141.422365049500		
			Ergon 29	13	Woodstock to Dajarra Road	NC-02	NorthCloncurry No. 02	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.75459605240	140.74089257400		
			Ergon 30	12	Woodstock to Dajarra Road	CC-01	Cloncurry No. 01	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.74760331440	140.52333014700		
L3	Dajarra Road Substation	Mount Isa	Ergon 31	19	Dajarra Road to Mt Isa	CC-01	Cloncurry No. 01	19.100 kV	1	Ergon TBC	-	-	-	-	-20.74977719540	140.40097518300			
			Ergon 32	16	Dajarra Road to Mt Isa	DR-CC-01	DuchessRd - Cloncurry	66.000 kV	1	Ergon TBC	-	-	-	-	-20.79408037640	140.07204784900			
			Ergon 33	18	Dajarra Road to Mt Isa	CHUM	MICC - CHUM 220kV DR 7018	220.000 kV	-	-	1	1	-	-	-20.79495179940	140.04941694000			
			Ergon 34	21	Dajarra Road to Mt Isa	MK-01	Marykathleen No. 01	11.000 kV	1	Ergon TBC	-	-	-	-	-	-20.77699829740	140.02518015200		
			Ergon 35	15	Dajarra Road to Mt Isa	DR-CC-01	DuchessRd - Cloncurry	66.000 kV	1	Ergon TBC	-	-	-	-	-	-20.75896953040	139.95074745500		
			Ergon 36	17	Dajarra Road to Mt Isa	CHUM	MICC - CHUM 220kV DR 7018	220.000 kV	-	-	-	1	1	-	-	-20.76540152140	139.90022498400		
			Ergon 37	23	Dajarra Road to Mt Isa	DR-12	DuchessRd No. 12	11.000 kV	1	Ergon TBC	-	-	-	-	-	-20.78486137940	139.49609566200		
			Ergon 38	25	Dajarra Road to Mt Isa	CHUM	MICC - CHUM 220kV DR 7018	220.000 kV	-	-	-	1	1	-	-	-20.78068590340	139.48714749500		
L4 / L5	Dajarra Road Substation	Selwyn & Phosphate Hill	Ergon 39	6	Dajarra Road to Selwyn	CC-01	Cloncurry No. 01	19.100 kV	1	Ergon TBC	-	-	-	-	-20.75339436340	140.40179281400			
			Ergon 40	4	Dajarra Road to Selwyn	CC-01	Cloncurry No. 01	19.100 kV	1	Ergon TBC	-	-	-	-	-20.87406027440	140.36577565100			
			Ergon 41	27	Dajarra Road to Selwyn	CC-01	Cloncurry No. 01	19.100 kV	1	Ergon TBC	-	-	-	-	-21.34318386040	140.44288251600			
			Ergon 42	28	Northern Spur Line	HU-20	Torrens Ck	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.87629006040	144.163926438200		
L7	Flinders Substation	Mount James Substation	Ergon 43	36	Northern Spur Line	HU-40	Richmond	33.000 kV	1	Ergon TBC	-	-	-	-	-20.85701819440	144.16367680600			
			Ergon 44	47	Northern Spur Line	HU-RI-1	Hughenden-Richmond	66.000 kV	1	Ergon TBC	-	-	-	-	-20.85236302340	144.16360734100			
			Ergon 45	34	Northern Spur Line	HU-40	Richmond	33.000 kV	1	Ergon TBC	-	-	-	-	-20.85015076840	144.16357432900			
			Ergon 46	49	Northern Spur Line	HU-40	Richmond	19.100 kV	1	Ergon TBC	-	-	-	-	-20.74088178740	144.18069305000			
			Ergon 47	32	Northern Spur Line	HU-40	Richmond	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.71906454940	144.19280607500		
			Ergon 48	34	Northern Spur Line	HU-40	Richmond	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.46578635040	144.24082481400		
			Ergon 49	36	Northern Spur Line	HU-40	Richmond	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.39972544940	144.25861502600		
			Ergon 50	38	Northern Spur Line	HU-40	Richmond	19.100 kV	1	Ergon TBC	-	-	-	-	-	-20.31222034440	144.28680283600		
			-	MMG Connection	MMG Connection	Ergon 51	-	MMG Connection	CHUM	MICC-CHUM 220kV FDR 7018	220.000 kV	-	-	-	-	1	1	-20.43110322300	140.24126613400
			-	EECL-ERHE Connection	EECL-ERHE Connection	Ergon 52	-	MMG Connection	DR-CC-1	Duchess Rd - Cloncurry	66.000 kV	1	Ergon TBC	-	-	-	-	-20.43872160000	140.24127565700
-	EECL-ERHE Connection	EECL-ERHE Connection	Ergon 53	-	EECL-ERHE Connection	ERNEST HENRY	Ernest Henry 7431	220.000 kV	-	-	-	-	1	1	-20.43260760000	140.24207419700			
-	EECL-ERHE Connection	EECL-ERHE Connection	Ergon 54	-	EECL-ERHE Connection	CH-CC-1	Chumvale-Cloncurry	66.000 kV	1	Ergon TBC	-	-	-	-	-20.43877312000	140.24345865900			
<b>Total</b>									<b>49</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>3</b>						

Copperstring 2.0

Rail Crossings

New Crossing

Line No.	Line From	Line To	Rail Crossing No.	FID	Route Name	Section Name	Crossing Type			Rail Crossing Upgrade Works					Location		
							Alignment	Existing Roads	Road Name	Public Level Crossing Square	Public Level Crossing Angle	No Works - Corridor Intersection Only	New Crossing	Upgrade to Concrete Crossing	Latitude	Longitude	
L1	Woodstock Substation	Flinders Substation	Rail_01	53	Ravenswood Branch	Mingela to Ravenswood	-	1	Burdekin Falls Dam Rd	-	-	1	-	-	-20.05553482240	146.81744862000	
			Rail_02	54	Ravenswood Branch	Mingela to Ravenswood	-	1	Burdekin Falls Dam Rd	-	-	1	-	-	-19.99685801040	146.75312382800	
			Rail_03	7	Ravenswood Branch	Mingela to Ravenswood	1	-	Alignment Crossing	-	-	1	-	-	-19.97622325940	146.74110273100	
			Rail_04	52	Ravenswood Branch	Mingela to Ravenswood	-	1	No Road Name	-	-	1	-	-	-19.97617473740	146.74103462500	
			Rail_05	7	Mount Isa Line	Mingela Siding	-	1	Mingela Road	1	-	-	-	1	-19.87860358640	146.63143719800	
			Rail_06	15	Mingela Siding	Mingela Siding	1	1	Mingela Road	1	1	-	-	-	1	-19.87860358640	146.63143719800
			Rail_07	27	Mount Isa Line	Stuart to Hughenden	-	1	Mingela Road	1	-	-	-	-	1	-19.89913233940	146.59610458000
			Rail_08	28	Mount Isa Line	Stuart to Hughenden	-	1	Amity Road	1	-	-	-	-	1	-19.91742265140	146.56198147800
			Rail_09	37	Mount Isa Line	Stuart to Hughenden	-	1	Braceborough Road	1	-	-	-	-	1	-20.22183892940	145.89995039000
			Rail_10	44	Mount Isa Line	Homestead Yard	-	1	Red Road	1	-	-	-	-	1	-20.36148904340	145.65732316500
			Rail_11	55	Mount Isa Line	Homestead Yard	-	1	Red Road	1	-	-	-	-	1	-20.36145190640	145.65729978600
			Rail_12	17	Mount Isa Line	Stuart to Hughenden	-	1	Laidlow Crossing	1	-	-	-	-	1	-20.52439362140	145.39952687600
			Rail_13	48	Mount Isa Line	Stuart to Hughenden	-	1	Flinders Highway	-	1	-	-	-	1	-20.58485845540	145.34652804300
			Rail_14	30	Mount Isa Line	Stuart to Hughenden	-	1	Flinders Highway	1	-	-	-	-	-	-20.71837540840	145.21830812400
			Rail_15	31	Mount Isa Line	Stuart to Hughenden	-	1	Lyons Creek Road	1	-	-	-	-	1	-20.72843306240	145.19425813700
			Rail_16	29	Mount Isa Line	Torrens Creek Siding	-	1	Aramac Torrens Creek Road	1	-	-	-	-	1	-20.77187766240	145.01483367800
			Rail_17	47	Mount Isa Line	Torrens Creek Siding	-	1	Aramac Torrens Creek Road	1	-	-	-	-	1	-20.77187766240	145.01483367800
			Rail_18	6	Mount Isa Line	Stuart to Hughenden	-	1	No Road Name	1	-	-	-	-	1	-20.82221724040	144.82525786400
			Rail_19	23	Mount Isa Line	Stuart to Hughenden	-	1	Cotonvale Penrice Road	1	-	-	-	-	1	-20.84684263040	144.71879679500
			Rail_20	36	Mount Isa Line	Prairie Yard	-	1	Prairie Road	1	-	-	-	-	1	-20.87158731740	144.60265650300
			Rail_21	45	Mount Isa Line	Prairie Yard	-	1	Prairie Road	1	-	-	-	-	1	-20.87158731740	144.60265650300
			Rail_22	18	Mount Isa Line	Stuart to Hughenden	-	1	Kennedy Energy Park Access Track	1	-	-	-	-	1	-20.87132487440	144.40938685900
			Rail_23	19	Mount Isa Line	Stuart to Hughenden	-	1	Flinders Highway	1	-	-	-	-	-	-20.86573836840	144.32014874200
			Rail_24	9	Mount Isa Line	Hughenden to Cloncurry	-	1	Flinders Highway	1	-	-	-	-	-	-20.86287365840	144.20306221800
L2	Flinders Substation	Dajarra Road Substation	Rail_24	49	Mount Isa Line	Hughenden to Cloncurry	-	1	Kennedy Developmental Road	1	-	-	-	1	-20.85707642840	144.18979455500	
			Rail_25	42	Winton Branch	Hughenden to Winton	-	1	Kennedy Developmental Road	1	-	1	-	1	-20.86523063940	144.18547130900	
			Rail_26	6	Winton Branch	Hughenden to Winton	1	-	Alignment Crossing	-	-	1	1	-	-20.88362676700	144.16995592400	
			Rail_27	43	Winton Branch	Hughenden to Winton	-	1	Kennedy Developmental Road	1	-	-	1	-	1	-20.89696902640	144.15871800600
			Rail_28	4	Mount Isa Line	Hughenden to Cloncurry	1	-	Alignment Crossing	1	-	-	1	-	-20.85882185240	144.16370371400	
			Rail_29	35	Mount Isa Line	Hughenden to Cloncurry	-	1	Flinders Highway	1	-	-	-	-	1	-20.86570329640	143.98155889300
			Rail_30	46	Mount Isa Line	Hughenden to Cloncurry	-	1	Road to Cannonball	1	-	-	-	-	1	-20.86687882640	143.89827549500
			Rail_31	21	Mount Isa Line	Hughenden to Cloncurry	-	1	Thornhill Tamworth Road	1	-	-	-	-	1	-20.88313202240	143.74829520500
			Rail_32	16	Mount Isa Line	Hughenden to Cloncurry	-	1	Marathon Stamford Road	1	-	-	-	-	1	-20.86241976240	143.56942249900
			Rail_33	41	Mount Isa Line	Hughenden to Cloncurry	-	1	Marathon Stamford Road	1	-	-	-	-	1	-20.86241976240	143.56942249900
			Rail_34	13	Mount Isa Line	Hughenden to Cloncurry	-	1	Barabon Terranburby Road	1	-	-	-	-	X	-20.84634832340	143.43342492000
			Rail_35	51	Mount Isa Line	Hughenden to Cloncurry	-	1	No Road Name	1	-	-	-	-	1	-20.76765397040	143.17688200900
			Rail_36	25	Mount Isa Line	Hughenden to Cloncurry	-	1	Pattel Drive	1	-	-	-	-	1	-20.73149137140	143.13108252400
			Rail_37	38	Mount Isa Line	Hughenden to Cloncurry	-	1	Flinders Highway	-	1	-	-	-	1	-20.65192577840	142.09487068800
			Rail_38	24	Mount Isa Line	Hughenden to Cloncurry	-	1	Yorkshire Road	1	-	-	-	-	1	-20.65710089940	141.76749586000
			Rail_39	50	Mount Isa Line	Hughenden to Cloncurry	-	1	Julia Creek Kynuna Road	-	1	-	-	-	1	-20.65949722140	141.74166309500
			Rail_40	10	Mount Isa Line	Hughenden to Cloncurry	-	1	Eddington Street	1	-	-	-	-	1	-20.69158602140	141.49822560600
			Rail_41	11	Mount Isa Line	Hughenden to Cloncurry	-	1	Ivellen Road	1	-	-	-	-	1	-20.70486716240	141.35184518600
			Rail_42	20	Mount Isa Line	Hughenden to Cloncurry	-	1	Oorindi McKinlay Road	1	-	-	-	-	1	-20.69340390040	141.07463596000
			Rail_43	39	Mount Isa Line	Hughenden to Cloncurry	-	1	Oorindi McKinlay Road	1	-	-	-	-	1	-20.69340390040	141.07463596000
			Rail_44	33	Mount Isa Line	Hughenden to Cloncurry	-	1	No Road Name (Undina Siding)	1	-	-	-	-	1	-20.70773061940	140.90994617500
			Rail_45	34	Mount Isa Line	Hughenden to Cloncurry	-	1	No Road Name	-	1	-	-	-	1	-20.72768179140	140.75572621200
			Rail_46	22	Mount Isa Line	Hughenden to Cloncurry	-	1	No Road Name	1	-	-	-	-	1	-20.72969834540	140.74336071500
			Rail_47	26	Mount Isa Line	Hughenden to Cloncurry	-	1	Landsborough Highway	1	-	-	-	-	1	-20.73280103640	140.63428116800
Rail_48	8	Mount Isa Line	Hughenden to Cloncurry	-	1	Round Oak Road	1	-	-	-	-	1	-20.71853870440	140.52645884100			
Rail_49	32	Mount Isa Line	Kujabbi Main	-	1	Mcllwraith Street	1	-	-	-	-	1	-20.70696448940	140.51082095700			
L3	Dajarra Road Substation	Mount Isa	Rail_50	5	Mount Isa Line	Cloncurry to Mount Isa	1	-	Alignment Crossing	-	1	-	1	-20.78485990540	139.49578691500		
			Rail_51	40	Mount Isa Line	Cloncurry to Mount Isa	-	1	Diamantina Developmental Road	1	-	-	-	1	-20.77175624140	139.49105705700	
L4 / L5	Dajarra Road Substation	Selwyn & Phosphate Hill	Rail_52	3	Mount Isa Line	Cloncurry to Mount Isa	1	-	Alignment Crossing	-	-	1	-	-20.75113862340	140.44980809200		
			Rail_53	2	Mount Isa Line	Cloncurry to Mount Isa	1	-	Alignment Crossing	-	-	1	-	-	-20.86388119240	140.36240866600	
			Rail_54	14	Mount Isa Line	Cloncurry to Mount Isa	-	1	Cloncurry Duchess Road	-	-	1	-	-	-21.22041369640	140.40663232600	
			Rail_55	3	Selwyn Branch	Malbon to Selwyn	-	1	Malbon Selwyn Road	-	-	1	-	-	-21.22041369640	140.40663232600	
			Rail_56	4	Selwyn Branch	Malbon to Selwyn	-	1	Malbon Selwyn Road	-	-	1	-	-	-21.22041369640	140.40663232600	
			Rail_57	1	Selwyn Branch	Malbon to Selwyn	1	-	Alignment Crossing	-	-	1	-	-	-21.23722712440	140.43069724000	
			Rail_58	1	Selwyn Branch	Malbon to Selwyn	-	1	Malbon Selwyn Road	-	-	1	-	-	-	-21.23772606540	140.43114850300
L7	Flinders Substation	Mount James Substation	Rail_59	5	Selwyn Branch	Malbon to Selwyn	-	1	Malbon Selwyn Road	-	-	1	-	-	-21.25265888540	140.44429333600	
			Rail_60	12	Mount Isa Line	Stuart to Hughenden	-	1	Gray Street	1	-	-	-	1	-20.84655679040	144.19986460200	
<b>Total</b>							<b>8</b>	<b>53</b>	<b>61</b>	<b>42</b>	<b>6</b>	<b>15</b>	<b>3</b>	<b>42</b>			

Table with columns: Line No, Line From, Line To, Road Crossing No, Road Name, Track ID, PID, Access Track, Alignment, State Controlled Roads (RMS), State Access, Crossing Works, and Location. The table lists road crossings across various substation areas including Woodcock, Finders, Deijara, and Mount James.

# Appendix B Project Plan Interface Matrix

	Project Execution Plan	Design Management Plan	Severe Weather Management Plan	Bushfire Management Plan	Temporary Works Management Plan	Logistics Management Plan	Waste and Refuse Management Plan	Construction Management Plan	Traffic Management Plan	Interface Management Plan	Commissioning and Handover Plan	Temporary Facilities Management Plan	Quality Management Plan	Acceptance Testing Plan	Environmental Management Plan	Sustainability Plan	Safety Management Plan	Change Management Plan	Work Health and Safety Management Plan	Stakeholder Relations Management Plan	Communications Plan	Marketing Plan	IR/HR Management Plan	Workplace Relations Management Plan	Local, Indigenous & Training Management Plan	Local Industry Participation Plan
Project Execution Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Design Management Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction Methodology Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Interface Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commissioning and Handover Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Temporary Facilities Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Quality Management Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Logistics Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Existing Services Identification, Relocations, Protection Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Accommodation Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Procurement and Logistics Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project Controls and Progress Measurement Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Security Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Risk Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Project Management Plan	Design Management Plan	Severe Weather management Plan	Bushfire Management Plan	Temporary Works Management Plan	Logistics Management Plan	Waste and Refuse Management Plan	Construction Management Plan	Traffic Management Plan	Interface Management Plan	Completion and Closeout Plan	Temporary Facilities Management Plan	Quality Management Plan	Acceptance Testing Plan	Const Environmental Management Plan	Sustainability Plan	Safety Management Plan	Change Management Plan	Work Health and Safety Management Plan	Stakeholder Relations Management Plan	Communications Plan	Marketing Plan	IR/HR Management Plan	Workplace Relations Management Plan	Local, Indigenous & Training Management Plan	Local Industry Participation Plan
Construction Environmental Management Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>			<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	
Sustainability Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
Health & Safety Implementation Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Change Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Work Health and Safety Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Stakeholder Management Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Communications Plan	<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Document	<input checked="" type="checkbox"/>							<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>										<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input type="checkbox"/>	
IR/HR Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>						<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Workplace Relations Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>						<input type="checkbox"/>				<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
Local & Indigenous Employment Engagement and Training Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>						<input checked="" type="checkbox"/>			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
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Severe Weather Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>						<input checked="" type="checkbox"/>			<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Bushfire Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>						<input checked="" type="checkbox"/>			<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Waste and Refuse Disposal Management Plan		<input checked="" type="checkbox"/>	<input type="checkbox"/>					<input checked="" type="checkbox"/>				<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	