

Melbourne Metro Rail Project

PREPARED FOR RAIL PROJECTS VICTORIA

MMR-AJM-PWAA-RP-NN-005166
MAIN WORKS (RAIL NETWORK ALLIANCE)
ENVIRONMENTAL AUDIT SUMMARY
REPORT 2022

9 FEBRUARY 2024
REVISION P3

AJM
Joint Venture



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Glossary

TERM / ABBREVIATION	DESCRIPTION
AQMP	Air Quality Management Plan
AQIA	Air Quality Impact Assessment
AJM JV	Aurecon Jacobs Mott MacDonald Joint Venture
BDP	Business Disruption Plan
BSGC	Business Support Guidelines for Construction
CEMP	Construction Environmental Management Plan
CHMP	Cultural Heritage Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CSEMF	Community and Stakeholder Engagement Management Framework
CSEMP	Community and Stakeholder Engagement Management Plan
CYP	Cross Yarra Partnership
DoT	Department of Transport
EES	Environment Effects Statement
EMF	Environmental Management Framework
EMS	Environmental Management System
EPRs	Environmental Performance Requirements
HMP	Heritage Management Plan
HCMTs	High Capacity Metro Trains
IEA	Independent Environmental Auditor
ISO 14001:2015	AS/NZS ISO 14001:2015 <i>Environmental management systems — Requirements with guidance for use</i>
MMRA	Melbourne Metro Rail Authority
MTIA	Major Transport Infrastructure Authority
MTP or Project	Metro Tunnel Project
OEMP	Operational Environmental Management Plan
PIO	Where in the course of the audit work, an opportunity has been identified to improve a process or procedure.
RIA	Rail Infrastructure Alliance
RIMG	Residential Impact Mitigation Guidelines
RNA	Rail Network Alliance
RPV	Rail Projects Victoria
RSA	Rail Systems Alliance
SEIP	Site Environmental Implementation Plan
SWMP	Surface Water Management Plan
TPZ	Tree Protection Zone

TERM / ABBREVIATION	DESCRIPTION
TMP	Traffic Management Plan
UDMP	Urban Design Management Plan
UDS	Urban Design Strategy
VAGO	Victorian Auditor-General's Office
VAGO Early Works Audit Report	Victorian Auditor-General's Office (6 June 2019) <i>Melbourne Metro Tunnel Project – Phase 1: Early Works</i>
WMS	Work Method Statement
WSUD	Water Sensitive Urban Design

1. Executive Summary

The Metro Tunnel Project (MTP) is currently under construction and will create a new end-to-end rail line from Sunbury in the west to Cranbourne/Pakenham in the south-east, with high capacity trains and five new underground stations. The first works package, the MTP Early Works, which included relocation of services and site preparation works prior to major construction (Main Works) commencing, has been completed.

The Victorian Auditor-General's Office (VAGO) undertook an audit of the Early Works Package and published its report Melbourne Metro Tunnel Project – Phase 1: Early Works on 6 June 2019 (VAGO Early Works Audit Report). A key recommendation of the VAGO Early Works Audit Report, regarding its assessment of environmental strategies and risk mitigation, was to develop summaries of the Project's Independent Environmental Auditor (IEA) reports and publish such summaries on the MTP official website. The Project's Environmental Management Framework (EMF) requires an IEA to undertake environmental audits of compliance with the EMF.

This report has been developed to meet the above recommendation of the VAGO Early Works Audit Report and to provide the wider public with information of the Project's environmental performance during the Main Works. This report is specific to the Rail Systems and Rail Infrastructure works packages. All the remaining work on these packages will be delivered by a consortium called the Rail Network Alliance (RNA), comprising John Holland, CPB Contractors, Alstom, AECOM, RPV and Metro Trains. This report covers alliance package works during the reporting period in 2022, including IEA quarterly audit reports from April 2022, July 2022, October 2022 and December 2022.

The auditing program within the scope of this report identified that, in general, the works were undertaken in accordance with the requirements of the EMF, relevant Environmental Performance Requirements (EPRs) and MTP Incorporated Document.

The auditing process is designed to lead to continual improvement during projects - this is key to AS/NZS ISO 14001:2015 Environmental management systems — Requirements with guidance for use (ISO 14001:2015) and best practice environmental management. As such, observations, areas for improvement and non-conformances were identified. These were typically addressed in a timely manner by the Delivery Partner and closed during the subsequent audits.

2. Introduction

2.1 Purpose

Rail Projects Victoria (RPV) engaged Aurecon Jacobs Mott MacDonald Joint Venture (AJM JV) to prepare a summary report of the IEA audit reports for the MTP Main Works in 2022. This report relates to the Rail Infrastructure & Systems Packages for the Project and summarises findings from the IEA audits undertaken in the same time period. From 2022, all the remaining work on these packages will be delivered by a consortium called the Rail Network Alliance (RNA), comprising John Holland, CPB Contractors, Alstom, AECOM, RPV and Metro Trains.

This request follows a recommendation outlined in the VAGO Early Works Audit Report. That report assessed the environmental strategies and risk mitigation and recommended that the Department of Transport, now Department of Transport and Planning (DTP), should publish summaries of key findings and recommended actions from past and future IEA reports produced for the MTP on the Project's official website. The purpose of this audit summary report is to meet the above recommendation of the VAGO Early Works Audit Report and provide the wider public with information of MTP's Rail Systems and Rail Infrastructure works packages environmental performance during the Main Works Package.

2.2 Project Background

2.2.1 THE METRO TUNNEL PROJECT

The Victorian Government is building the MTP to connect the Sunbury line to the Cranbourne and Pakenham lines through the construction of new twin nine-kilometre rail tunnels and five new underground stations. MTP is transforming Melbourne's rail network into an international-style metro system, boosting the capacity of the rail network to keep pace with Melbourne's growing population and rail patronage.

MTP will provide the foundation for expanding Melbourne's public transport network, helping to ensure Melbourne remains one of the world's most liveable cities now and into the future. MTP will also stimulate significant urban renewal, creating opportunities for new housing, commercial development and jobs in and around the CBD, whilst improving train travel to and from the suburbs.

The infrastructure required for construction of MTP includes:

- Twin nine-kilometre rail tunnels from Kensington to South Yarra, connecting the Sunbury and Cranbourne/Pakenham railway lines through the CBD.
- Rail tunnel portals (entrances/exits) at Kensington and South Yarra.
- New underground stations at Arden, Parkville (under Grattan Street), State Library (at the northern end of Swanston Street), Town Hall (at the southern end of Swanston Street), and Anzac (under the Domain interchange on St Kilda Road. State Library and Town Hall stations will feature direct interchange with the existing Melbourne Central and Flinders Street Stations respectively.
- Train/tram interchange between Anzac Station and the Domain Interchange.
- High-Capacity Signalling to maximise the efficiency of the new fleet of High-Capacity Metro Trains (HCMTs) that will run along the Sunbury, Cranbourne/Pakenham lines and the Metro Tunnel in the future.
- Some project elements' nomenclature (e.g. station names) have changed during the delivery of the Project and audit findings may reflect superseded nomenclature, with the updated name provided in brackets.

2.2.2 MTP WORK PACKAGES

MTP is being managed on behalf of the Victorian Government by RPV, formerly known as the Melbourne Metro Rail Authority. RPV forms part of the Major Transport Infrastructure Authority (MTIA), which is responsible for facilitating the development and delivery of the biggest transport infrastructure program in Victorian history. Figure 2-1 shows a broad schematic plan for the principal components of MTP.

Construction of MTP is being delivered by RPV in partnerships with contracted Delivery Partners.

TABLE 2.1: MTP WORKS PACKAGES

PACKAGE	DESCRIPTION
Early Works	The Early Works Package including three sub-packages of works, each respectively was delivered by a Managing Contractor, Yarra Trams and Utility Service Providers.
Main Works	The Tunnels and Stations Works Package, being delivered by Cross Yarra Partnership (CYP).
	The Rail Infrastructure Works Package associated with the Eastern and Western Tunnel Entrances and the western turnback, was being delivered by the Rail Infrastructure Alliance (RIA). The Rail Systems and Rail Infrastructure Works Package for High Capacity Signaling, rail systems integration and commissioning, was being delivered by the Rail Systems Alliance (RSA).
	In 2022, RIA and RSA integrated to form a consolidated alliance known as the 'Rail Network Alliance' (RNA), to deliver the remaining infrastructure and systems works Metro Tunnel need for operation. The Rail Network Alliance comprises John Holland, CPB Contractors, AECOM, Alstom, RPV and Metro Trains. Audit summary reports for subsequent reports will be combined for RNA.

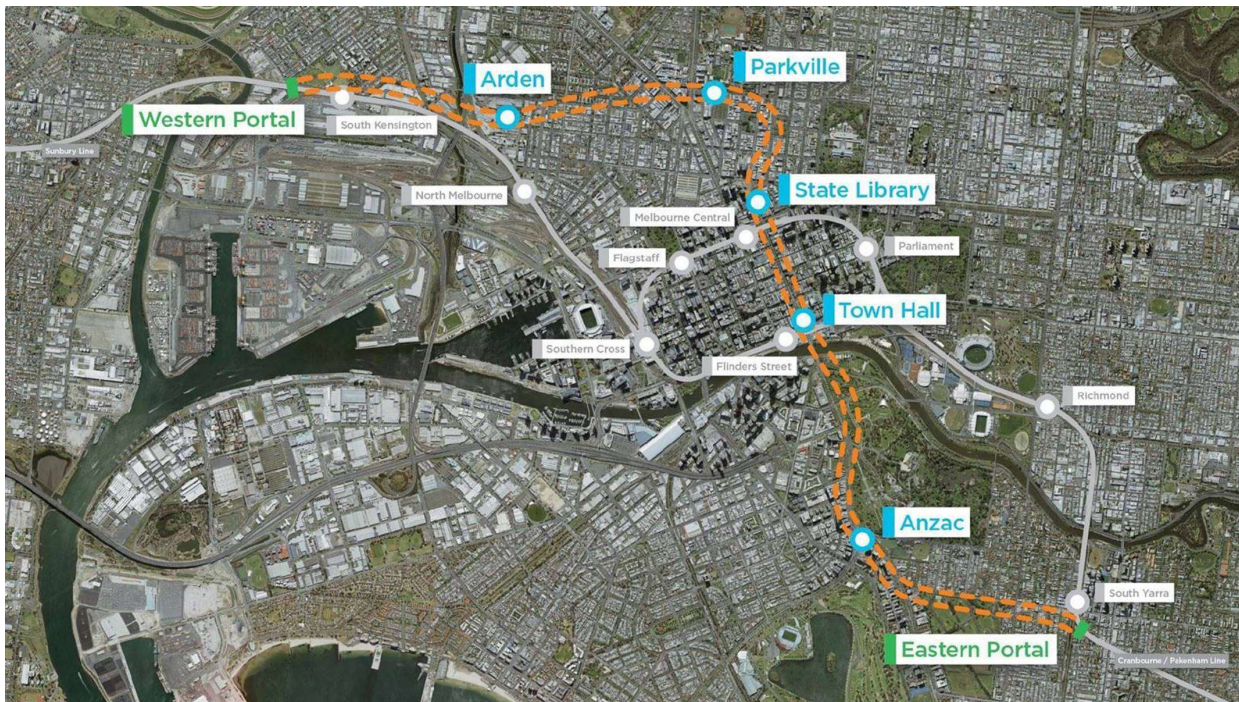


FIGURE 2-1: MTP SCHEMATIC PLAN

2.3 Scope

This report summarises environmental audits conducted as part of the MTP Main Works being delivered under the Rail Infrastructure Works Package. The report summarises the IEA reports undertaken in 2022, provided in Table 2.2.

The report covers all works for the Rail Systems and Rail Infrastructure Works Packages of MTP conducted under the Planning Scheme Amendment (GC82) and associated Incorporated Document approved and published in the Government Gazette on 26 June 2018 and the associated Melbourne Metro EMF. Subsequent summary audit reporting will be completed on an annual basis.

TABLE 2.2: IEA AUDIT REPORTS IN SCOPE

PACKAGE	SCOPE	RELEVANT IEA REPORTS IN SCOPE
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GC82 - Rail Systems and Infrastructure Works, being delivered by Rail Network Alliance (RNA)	Publish key findings for IEA Audit reports from Q1 2022 until Q4 2022	KPMG Audit Reports: Q1 2022, Q2 2022, Q3 2022 and Q4 2022
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From 2022, RIA and RSA will be integrated to form a consolidated alliance known as the 'Rail Network Alliance' (RNA), to deliver the remaining infrastructure and systems works Metro Tunnel need for operation. For the purposes of this report, RSA and RIA will hereafter only be referred to as RNA.

The following Packages are excluded from this report and will be covered in a separate report:

- RIA works carried out from 2018 to August 2021, addressed in separated IEA summary reports which have been completed and have been published on RPV's website.
- Tunnels and Stations Works Package, being delivered by CYP.

3. Environmental Management

3.1 Environmental Governance Framework

An Environment Effects Statement (EES) has been prepared for the MTP and, following the statutory EES process, an Incorporated Document was approved by the Minister for Planning, containing compliance obligations which must be achieved by the Delivery Partners.

Each Delivery Partner is required to:

- Comply with the requirements of the Incorporated Document under the Planning Scheme Amendment (GC82) which was approved and published in the Government Gazette on 26 June 2018.
- Comply with the Environmental Management Framework (EMF) that has been approved by the Minister for Planning and is published on the MTP website. Among other things, the EMF includes the Environmental Performance Requirements (EPRs), the Residential Impact Mitigation Guidelines (RIMG) and the Business Support Guidelines for Construction (BSGC).
- Comply with the EPRs, which includes a requirement to prepare plans to document the approach to compliance.
- Develop, implement and maintain a project-specific Environmental Management System (EMS) that meets the requirements of ISO14001:2015 Environmental Management Systems, Construction Environmental Management Plan (CEMP) and Site Environmental Implementation Plans (SEIPs) for the design and construction phases, where applicable.
- Develop a Community and Stakeholder Engagement Management Plan (CSEMP) consistent with the RPV CSEMP.

The governance framework and relevant roles and responsibilities for MTP are set out in the EMF and are included in Section 3 of this Summary Report.

The governance framework for MTP is presented in Figure 3-1.

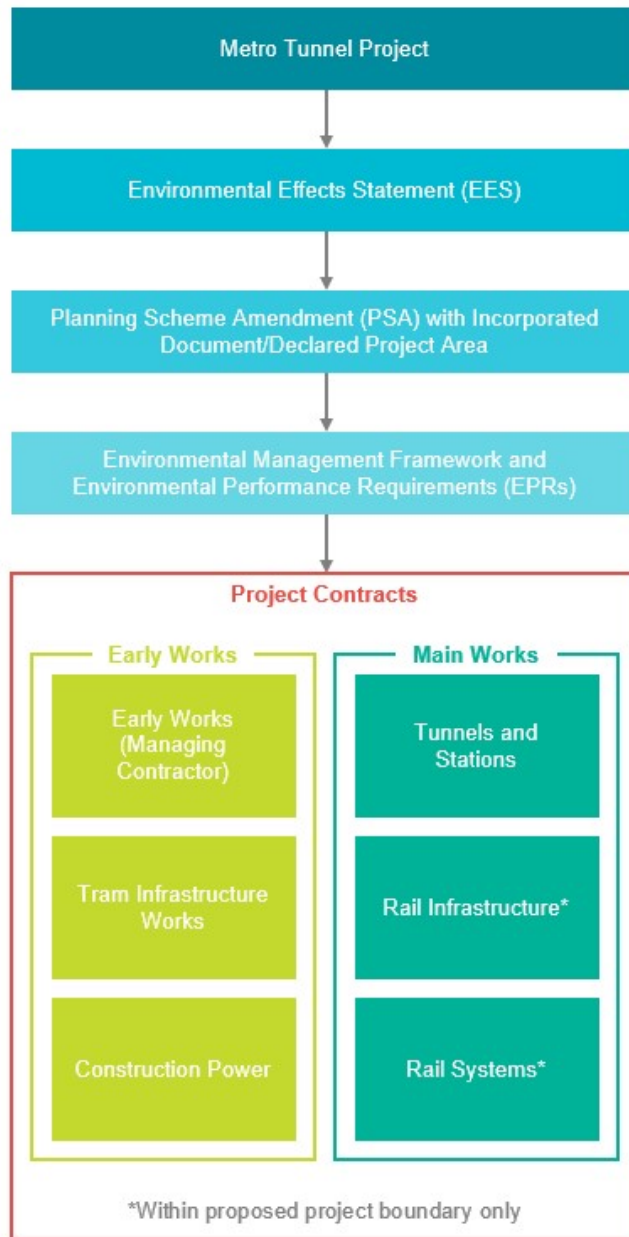


FIGURE 3-1: GOVERNANCE FRAMEWORK

3.1.1 ENVIRONMENTAL MANAGEMENT FRAMEWORK

The Incorporated Document describes the requirements of the EMF. The main elements of the EMF for the design and construction phase are:

- Applicable legislative requirements and approvals.
- EPRs, which address matters set out in the Incorporated Document and identified through the EES.
- The RIMG and the BSGC.
- A CEMP, together with subordinate document including SEIPs, EMS and other plans identified in the Incorporated Document and EMF.

The EMF documentation is summarised in Figure 3-2.

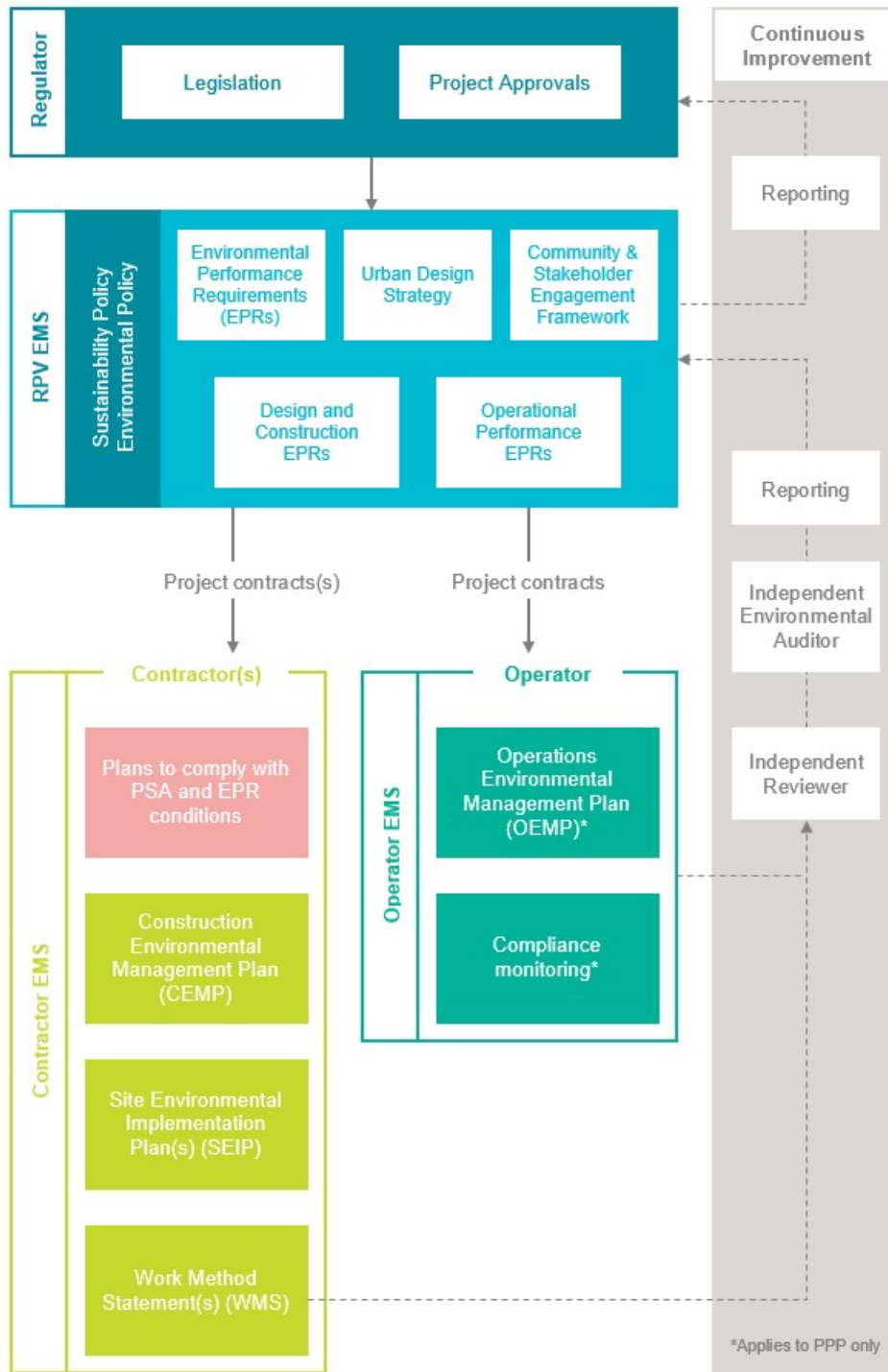


FIGURE 3-2: ENVIRONMENTAL MANAGEMENT FRAMEWORK

The EMF requires that the Delivery Partners develop and implement an EMS certified to ISO 14001:2015 and consistent with relevant legislation, policy and guidelines and RPV’s Environmental Policy.

The EMF provides the governance framework to manage environmental aspects identified through the EES process, including the Minister for Planning’s assessment, for the design, construction and operational phases of the MTP.

3.1.2 ENVIRONMENTAL PERFORMANCE REQUIREMENTS

EPRs have been developed through the EES and associated consultation processes, and to reflect the Minister for Planning’s assessment of the EES and the requirements of the Incorporated Document.

MTP is required to be delivered in accordance with approved EPRs that define the project-wide environmental outcomes that must be achieved during design, construction and operation of MTP. This performance-based approach allows for a delivery model with sufficient flexibility to encourage innovation by the private sector to determine how any recommended EPRs would be achieved.

The EES presented a risk-based assessment of environmental effects of the MTP, in accordance with the EES Scoping Requirements. Potential mitigation measures were typically included in the EES as examples of how an environmental effect could be mitigated and to illustrate how an EPR could be implemented. However, the EES generally did not mandate or commit to a particular mitigation or management outcome. In the same manner, the EPRs do not typically mandate or require a particular mitigation or management solution. Instead, the EPRs are implemented by applying an assessment of the nature and extent of the relevant environmental effects, and the most practicable means of mitigating and managing those effects. This method is used so that the management and mitigation measures implemented are proportional to the effect they are designed to address and achieve the outcome prescribed by the EPR.

The Incorporated Document requires that the MTP is constructed and operated in accordance with the EPRs approved by the Minister for Planning. Each Delivery Partner is to comply with the EPRs and prepare necessary plans prior to commencement of their scope of work to document the approach to compliance with each EPR.

3.1.3 ASSOCIATED MANAGEMENT PLANS

RPV together with the Delivery Partners (as relevant) prepared plans to comply with the approval requirements in the Incorporated Document. RPV and the Delivery Partners developed and implemented these management plans and programs in accordance with the processes detailed in the EMF.

3.2 Roles and Responsibilities

3.2.1 RAIL PROJECTS VICTORIA

RPV, on behalf of the Victorian Government, is responsible for delivering MTP in line with the requirements and objectives of DoT and the Victorian Government. RPV forms part of the MTIA, which is responsible for facilitating the development and delivery of the biggest transport infrastructure program in Victorian history.

The key roles and responsibilities of RPV for the MTP are set out in the EMF and include:

- Obtain applicable principal statutory approvals including the Planning Scheme Amendment (PSA), Cultural Heritage Management Plan (CHMP) and some heritage permits, where it is more appropriate for RPV to seek these consents.
- Establish the EMF, including the RIMG and the BSGC for approval by the Minister for Planning as required by the Incorporated Document.
- Establish the Urban Design Strategy (UDS) and the CSEMF for approval by the Minister for Planning, as required by the Incorporated Document and EPRs.
- Develop and implement the RPV EMS, in accordance with ISO 14001:2015.
- Monitor compliance with the EPRs across all Project Contracts and comply with the EPRs applicable to RPV.
- Together with each Delivery Partner for each of the Project Contracts, develop and submit the requisite plans to comply with the Incorporated Document and the EMF.
- Review and approve contract documentation for each Project Contract in accordance with the EMF, including the CEMPs, SEIPs, Transport Management Plans, Business Disruption Plans (BDPs) and Construction Noise and Vibration Management Plans (CNVMP) as required by the Incorporated Document.
- Review the CSEMF for each Project Contract.
- Prior to commencement of work, verify that the Delivery Partner has complied with the relevant EPRs.
- Review the Delivery Partner's performance against the approved EPRs and take corrective action as necessary.
- Commission the Independent Environmental Auditor to determine Delivery Partner compliance with the EMF, EPRs and relevant Delivery Partner Management.

3.2.2 DELIVERY PARTNERS

Construction of MTP is being delivered by RPV on behalf of the Victorian Government in partnerships with contracted Delivery Partners. The key roles and responsibilities of each Delivery Partner for the MTP are set out in the EMF and the contractual obligations and include:

- Comply with the EMF (including the EPRs, RIMG, BSGC and CSEMF), legislative and approval requirements.
- Obtain any additional permits from regulatory authorities (other than the approvals that would be obtained by or jointly with RPV).
- Develop and implement a project specific EMS or apply their existing EMS to the specific activities for the MTP, that is certified to ISO 14001:2015.
- Prepare a CEMP, SEIPs and associated work method statements (WMS), and other plans required by the Incorporated Document, EPRs or Project Contracts.
- Develop a CSEMP consistent with RPV's CSEMF approved by the Minister for Planning in accordance with EPR SC3.
- Provide adequate resources to establish, implement, maintain and improve the CEMP, SEIPs and the EMS.
- Implement and maintain compliance with the EPRs.
- Undertake environmental audits to confirm compliance with the EMF, EPRs and plans required by the Incorporated Document.
- Prior to commencement of work, ensure that all sub-contractors have complied with the relevant EPRs, CEMP and plans required to comply with the EPRs and Incorporated Document, where relevant.
- Review of sub-contractor's performance against the EPRs and CEMP and take corrective action as necessary.

3.2.3 INDEPENDENT ENVIRONMENTAL AUDITOR

The IEA undertakes environmental audits of compliance with plans required to comply with the EPRs and Incorporated Document prior to implementation, as well as during project activities, to verify compliance with the EMF, EPRs, environmental management plans and approval requirements. This also includes investigations into trends in complaints, by topic or on a random basis.

The key roles and responsibilities of the IEA during the Main Works Packages, as specified in the EMF, are:

- Prior to commencement of work, verify that the Delivery Partner has complied with the relevant EPRs, the EMF and the Incorporated Document, by reviewing management plans required by the EPRs.
- Conduct audits of the Delivery Partner's works to assess compliance with the CEMP, EMF, EPRs and plans required by the EPRs and Incorporated Document.
- Prepare audit reports containing the results of audits.
- Review complaints which may highlight instances of non-conformance with applicable EPRs.

4. Conduct of Audits

4.1 IEA Audit Requirements

Audits of each Delivery Partner's CEMP, sub-plans and SEIPs were required prior to works commencing to confirm compliance with ISO 14001:2015, the EMF, relevant EPRs and Incorporated Document. Site audits were scheduled on a quarterly basis through the delivery of the Main Works Package and considered:

- The timing of works.
- The nature of the works including consideration of the level of associated risk.
- Incident investigation outcomes.
- Complaints received, particularly if related to EPRs and indicate instances of non-conformances.
- Previous audit outcomes.
- Management review outcomes: upon the completion of each audit, an audit report detailing all the findings was submitted to RPV.

4.2 IEA Audit Methodology

4.2.1 AUDIT OVERVIEW

The MTP EMF outlines the IEA responsibilities, including:

- Prior to commencement of work, verify that the contractor has complied with the relevant EPRs, the EMF and the Incorporated Document.
- Conduct audits of the contractor's works to assess compliance with the CEMP, EMF, EPRs and plans required by the EPRs and Incorporated Document.
- Prepare a six-monthly report summarising the Contractor's compliance with the EMF and provide to RPV and the Delivery Partner.
- Prepare audit reports containing the results of audits.
- Review complaints which may highlight instances of non-conformance with applicable EPRs.

4.2.2 AUDIT PROGRAM

Audits of the Delivery Partner's CEMP, sub-plans and SEIPs involved a review of each document to assess compliance with ISO 14001:2015, the EMF, relevant EPRs and Incorporated Document. During site inspections, compliance was assessed through observation of project activities, interviews and review of relevant environmental records.

The audit schedule was developed so that the EPRs considered in each audit would be relevant to the construction activities at that time. Prior to each audit, key environmental aspects were identified in consultation with RPV and RNA. The key environmental aspects were decided based on these discussions, taking into consideration previous findings and any relevant stakeholder engagement.

These key environmental aspects formed the scope for each environmental audit and broadly covered the documentation listed in Section 4.2.1.1 and the works listed in Section 4.2.1.2 and 4.2.2.3. During the course of the audit program KPMG followed up the status of findings of the previous reports until each finding was satisfied and closed.

4.2.2.1 Documentation

The MTP EMF required RNA to produce the following management plans and environmental documentation:

- CEMP and associated sub plans

- SEIP
- Air Quality Management Plan
- Ecology Management Plan
- Heritage Management Plan
- Surface Water Management Plan
- Spoil Management Plan
- Monitoring Management Plan
- Construction Noise & Vibration Management Plan
- Health and Safety Management Plan
- Tree Management Plan
- Traffic Management Plans
- Urban Design Management Plan
- Urban Ecology Management Plan
- Sustainability Management Plan
- BDP
- CSEMP
- Ground Movement Management Plan
- EMS Manual
- Other documentation (as required).

4.2.2.2 Works

The RNA works under GC82 are being undertaken in three key construction precincts: Western (Tunnel Entrance) Portal, Eastern (Tunnel Entrance) Portal and Western Turnback. Key activities being carried out by RNA include:

- Construction of concrete structures including approach, decline and cut and cover
- Structural steel works
- Services works, including power and drainage
- Road construction
- Landscaping
- Traffic management
- Civil works to support the tunnel entrance construction
- Combined services route installation and relocation
- Signalling equipment installation
- Overhead wiring works
- Track works
- Construction of a third station platform West Footscray platform.

4.2.2.3 Complaints

Complaints are addressed during the course of the IEA Audits through auditing EPR SC4 Communications and Stakeholder Relations and how the delivery partner is implementing the complaints management process.

Findings against this process may result in non-conformance if complaints are not being appropriately managed. Where there are no specific IEA findings against under the CEMP, complaints are being managed in accordance with the relevant plans.

4.2.3 AUDIT CLASSIFICATIONS

The IEA (KPMG) used different audit classifications during the relevant period that were attributable to the type of audit being carried out.

- Pre-commencement audits were documentation-based desktop audits, testing plans, sub-plans and other relevant documentation against selected EPRs. A compliance-based classification was agreed as the most suitable means of rating the findings.
- Implementation Audits were initially agreed to be based on risk levels to consider the relative potential impacts of non-compliances.

However, after initial Implementation Audits had been completed, it was decided that audit findings would be better suited as a compliance-based classification, which also better aligned to the purpose of the audits. This also allowed for consistency with the pre-commencement desktop audits and a direct comparison of findings.

The Audits from the 2022 period were all Implementation Audits and followed the compliance-based classification system seen in Table 4.1.

TABLE 4.1: AUDIT CLASSIFICATIONS

FINDING	DESCRIPTION
Complies (C)	The response fully satisfies the requirement (being a requirement of a framework, standard or other guidance used to set the performance standard of the project).
Does Not Comply (DNC)	The response does not satisfy the requirement.
Partially complies (PC)	The response partially satisfies the requirement; is in progress to satisfy the requirement or is part of a demonstrated Sub-Plan or plan to satisfy the requirement.
Potential Improvement Opportunity (PIO)	Where in the course of the audit work, an opportunity has been identified to improve a process or procedure. A PIO is an opportunity to improve upon a process or procedure. It does not represent a non-compliance and therefore is not required to be addressed to achieve compliance. For this reason, there is no follow up required to close out PIOs.

5. Audit Findings Summary

5.1 Implementation Audit Q1 April 2022

5.1.1 AUDIT SCOPE

The Implementation Audit (GC82) conducted in Q1 2022 reviewed the compliance of RNA works against EPRs at the Eastern Portal, Western Portal, Western Turnback. This included confirmation that the RNA's management plans (including the CEMP and associated sub-management plans) complied with requirements.

EPRs reviewed within the scope of the Implementation Audit Q1 2022 were:

- Social and Community: SC1, SC4, SC6, SC10
- Traffic and Transport: T4, T5, T10
- Noise and Vibration: NV3, NV21
- Environmental Management Framework: EMF1, EMF2

The audit scope also incorporated the investigation of any open previous findings to update their status and close where appropriate.

5.1.1.1 Audit Findings

This section summarises the IEA findings relevant to the Q1 2022 IEA Report.

Rail Projects Victoria (RPV) requires an implementation audit to be conducted of:

- » The GC82 Rail Infrastructure works package as required under the Metro Tunnel Environmental Management Framework (MT EMF).

RPV engaged the services of the Independent Environmental Auditor (IEA) to test (on a sample basis) that the Rail Network Alliance (RNA) is meeting selected requirements of the GC82 MT EMF.

RNA is currently delivering works in the following areas:

- » GC82 Western Portal (WP);
- » GC82 Eastern Portal (EP); and
- » GC82 Western Turnback (WT).

The scope of this Q1 audit includes:

- » An implementation audit of GC82 sites including at the Eastern Portal, Western Portal and Western Turnback
- » Follow up and close out of any outstanding findings from the Q4 2021 audit and all other open audit findings.

The Q1 audit involved conducting a desktop review of documentation provided by RNA, a site visit and interviews with relevant RNA personnel.

There are no open findings from the Q4 2021 audit, or any previous audits.

5.1.1.2 Does Not Comply

No findings raised as "Does Not Comply" during this audit.

5.1.1.3 Partially Complies

No findings raised as "Partially Complies" during this audit.

5.1.1.4 Potential Improvement Opportunity

The Q1 audit identified the following two (2) potential improvement opportunities (PIO):

PIO – EPR AR1, AR4

A tree on private land adjacent the Eastern portal was removed after excavation works damaged the root system. The IEA found that there is an opportunity to consider existing trees and associated Tree Protection Zones (TPZs) located on private property within proximity to work areas to prevent additional trees being removed.

The IEA does not require RNA to close-out PIOs, and therefore no follow-up was required.

PIO – EPR EMF2

During a review of documentation, the IEA found that some management plans haven't been updated since the early stages of construction and don't accurately reflect the current scope of works. The IEA found that there is an opportunity to update the CEMP and any other relevant sub-plans to correctly indicate the current status or work phase of construction.

The IEA does not require RNA to close-out PIOs, and therefore no follow-up was required.

5.2 Implementation Audit Q2 July 2022

5.2.1 AUDIT SCOPE

The Implementation Audit conducted in Q2 2022 reviewed the compliance of RNA works against EPRs at the Eastern Portal, Western Portal and Eastern Corridor.

In accordance with the planning approvals, works covered under GC82, Quarterly audits are required. EPRs reviewed within the scope of the Implementation Audit Q2 2022 were:

- Aboriginal Heritage: AH1
- Air Quality: AQ1, AQ3
- Business: B2
- Contaminated Land and Spoil Management: C1, C2
- Flora and Fauna: FF9
- Traffic and Transport: T2
- Noise and Vibration: NV5
- Surface Water: SW1

The audit scope also incorporated the investigation of any open previous findings to update their status and close where appropriate.

5.2.1.1 Audit Findings

This section summarises the IEA findings relevant to the Q2 2022 IEA Report.

Rail Projects Victoria (RPV) requires an implementation audit to be conducted of:

- » The GC82 Rail Infrastructure works package as required under the Metro Tunnel Environmental Management Framework (MT EMF).

RPV engaged the services of the Independent Environmental Auditor (IEA) to test RNA's environmental performance in relation to selected requirements of the GC82 MTP EMF.

RNA is currently delivering works in the following areas:

- » GC82 Western Portal (WP);
- » GC82 Eastern Portal (EP);

- » GC82 Western Turnback (WT);

The scope of this Q2 audit includes:

- » An implementation audit of the remaining works at Eastern Portal, Western Portal, and Western Turnback.
- » Follow up and close out of any outstanding findings from the Q1 2022 audit and all other open audit findings.

The Q2 audit involved conducting a desktop review of documentation provided by RNA, a site visit and interviews with relevant RNA personnel.

There are no open findings from the Q1 2022 audit, or any previous audits.

5.2.1.2 Does not Comply

No findings raised as “Does Not Comply” during this audit.

5.2.1.3 Partially complies

Finding – EPR T2

The IEA reviewed the Traffic Management Plan (TMP) and found that there was no evidence of meetings at frequency referenced in the TMP between RNA and Traffic and Transport Working Group (TTWG) during Q2 2022.

RNA has reviewed and updated the TMP in accordance with the finding, and in the subsequent audit (Q3 2022), the IEA sighted the revised RNA TMP, and was satisfied that the finding could be closed out.

5.2.1.4 Potential Improvement Opportunity

The Q2 audit identified the following three (3) potential improvement opportunities (PIO):

PIO – All EPRs

It was found that EPRs which are considered no longer relevant for the remaining construction activities and/or works have no formal close-out procedure. The IEA found that there is an opportunity to develop and formalise a process to close out EPRs. The IEA does not require RNA to close-out PIOs, and therefore no follow-up was required.

PIO – EPR SC3

Through onsite discussions with the RNA Community Relations and Stakeholder Engagement Team, the IEA noted that although RNA captures key information, there are no features within the complaint register to ensure communications are responded to within the timeframes presented in the RNA CSEMP. The IEA found that there is an opportunity to improve the internal stakeholder engagement management procedures to ensure performance against the Community Relations Charter commitments can be upheld.

The IEA does not require RNA to close-out PIOs, and therefore no follow-up was required.

PIO – EPR SW1

The IEA requested evidence of the most recent meetings held between RNA and Melbourne Water, and no evidence could be provided by RNA. The IEA found that there is an opportunity to ensure meetings with Melbourne Water are held regularly.

The IEA does not require RNA to close-out PIOs, and therefore no follow-up was required.

5.3 Implementation Audit Q3 October 2022

5.3.1 AUDIT SCOPE

The Implementation Audit conducted in Q1 2022 reviewed the compliance of RNA works against EPRs at the Eastern Portal, Western Portal and Western Turnback. This included confirmation that the RNA’s management plans (including the CEMP and associated sub-management plans) complied with requirements.

EPRs reviewed within the scope of the Implementation Audit Q3 2022 were:

- Air Quality: AQ2
- Arboriculture: AR1, AR2, AR3, AR4
- Environmental Management Framework: EMF2
- Flora and Fauna: FF1, FF2
- Ground Movement: GM2, GM3, GM6
- Land Use: LU2, LU4

The audit scope also incorporated the investigation of any open previous findings to update their status and close where appropriate.

5.3.1.1 Audit Findings

Rail Projects Victoria (RPV) requires an implementation audit to be conducted of the GC82 Rail Infrastructure works package as required under the Metro Tunnel Environmental Management Framework (MT EMF).

RPV engaged the services of the Independent Environmental Auditor (IEA) to test the Rail Network Alliance's (RNA) environmental performance in relation to selected requirements of the GC82 MT EMF.

RNA is currently delivering works in the following areas:

- GC82 Western Portal (WP);
- GC82 Eastern Portal (EP); and,
- GC82 Western Turnback (WT)

The scope of works covered by this Q3 audit is limited to works within the bounds of the GC82 approval and includes:

- An implementation audit of the environmental performance of remaining works at Eastern Portal, Western Portal and Western Turnback.
- Follow up and close out of any outstanding findings from the Q2 2022 audit findings.

The audit process involved conducting a desktop assessment of documentation provided by RNA, a site visit, and interviews with relevant RNA personnel.

Supplementing the implementation audit undertaken, clarification was sought with RNA on their agreed EPR close out process with RPV, it's status and how it will impact future implementation audits.

5.3.1.2 Does not Comply

No findings raised as "Does Not Comply" during this audit.

5.3.1.3 Partially complies

No findings raised as "Partially Complies" during this audit.

5.3.1.4 Potential Improvement Opportunity

The Q2 audit identified the following two (2) potential improvement opportunities (PIO):

PIO – EPR RPV, RNA

There is no existing formalised process for closing out the ongoing audit of EPRs which are no longer relevant to the remaining construction activities and ongoing environmental risks of the project. The IEA found that there is an opportunity for RNA to finalise the EPR close out process with RPV.

The IEA does not require RNA to close-out PIOs, and therefore no follow-up was required.

PIO – EPR EM4

Audit scopes (across GC82 and GC96) are currently unaligned with the EPR closeout process described in the PIO above (PIO – EPR RPV, RNA). The IEA found that there is an opportunity to include the audit of any EPR closeout claims by RNA as part of future audit scope.

The IEA does not require RNA to close-out PIOs, and therefore no follow-up was required.

5.4 Implementation Audit Q4 December 2022

5.4.1 AUDIT SCOPE

The Implementation Audit conducted in Q4 2022 reviewed the compliance of RNA works against EPRs at the Eastern Portal, Western Portal and Western Turnback. This included confirmation that the RNA's management plans (including the CEMP and associated sub-management plans) complied with requirements.

EPRs reviewed within the scope of the Implementation Audit Q4 2022 were:

- Aquatic Ecology: AE1, AE2, AE3, AE7
- Noise and Vibration: NV1, NV4, NV6, NV7, NV10, NV11, NV16, NV17

The audit scope also incorporated the investigation of any open previous findings to update their status and close where appropriate.

5.4.1.1 Audit Findings

RPV requires an implementation audit to be conducted of:

- The GC82 Rail Infrastructure works package as required under the Metro Tunnel Environmental Management Framework (MT EMF); and

RNA is currently delivering works in the following areas:

- GC82 Western Portal (WP);
- GC82 Eastern Portal (EP);
- GC82 Western Turnback (WT);

The Q4 audit involved conducting a desktop assessment of documentation provided by RNA, a site visit and interviews with relevant RNA personnel.

5.4.1.2 Findings Summary

No findings were raised during this audit for GC82.

6. Conclusions

The auditing programme identified that, in general, the works being delivered by RNA and summarised within this report was undertaken in accordance with the requirements of EMF, relevant EPRs and the Incorporated Document. The auditing process is designed to lead to continual improvement during projects - this is key to implementing best practice ISO14001 environmental management systems.

In the previous IEA summary report (MMR-AJM-PWAA-RP-NN-005117) for 2020 and 2021 there was a downward trend for findings of greater environmental significance/ risk (i.e. Does Not Comply findings). This trend continued in this reporting period with no “Does not Comply” finding being raised in the reporting period.

In summary, RNA were generally compliant with their environmental obligations under the requirements of GC82. RNA has responded in order to address any issues/environmental harm. All findings (Does not Comply and Partially Complies) previously identified by the IEA were typically addressed by RNA in a timely manner with the associated level of environmental risk. This highlights the project’s overall improvements in compliance and the continued commitment to the continual improvement principle.

This summary report relates to the Main Works Package of the MTP RNA Works Package from start of 2022 until the end of 2022. Further summaries of key findings and recommended actions from future IEA reports produced for the remaining works packages of the MTP will be prepared and published on the project's official website.



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