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WESTERN AUSTRALIA

EPBC Annual Compliance Report

EPBC Approval 2020/8800

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Western Australia.*

Bussel Highway Duplication (Hutton to Sabina)

**Reporting Period: 11 August 2024 to 10 August
2025**

D25#943424
October 2025

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Author	Environmental Officer	Rev 0	29/10/2025
Approved:	Director Environment and Heritage	Rev 0	29/10/2025

Declaration of Accuracy

I declare that to the best of my knowledge, all the information contained in, or accompanying this document is complete, current and correct. I am duly authorised to sign this declaration on behalf of the proponent/approval holder. I am aware that:

- a) giving false or misleading information is a serious offence under section 137.1 of the *Criminal Code Act 1995* (Cth);
- b) section 137.2 of the *Criminal Code Act 1995* (Cth) makes it an offence for a person to produce a document to another person in compliance or purported compliance with a law of the Commonwealth where the person knows that the document is false or misleading;
- c) section 140 of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act) makes it an offence for an approval holder to provide information in response to an approval condition where the person is reckless as to whether the information is false or misleading; and
- d) section 491 of the EPBC Act makes it an offence for a person to provide information or documents to specified persons who are known by the person to be performing a duty or carrying out a function under the EPBC Act or the Environment Protection and Biodiversity Conservation Regulations 2000 (Cth) (EPBC Regulations) where the person knows the information or document is false or misleading.

Signed Martine Scheltema (approval holder)

Full name (please print) Martine Scheltema

Position (please print) Director Environment and Heritage

1 INTRODUCTION

1.1 Description of Activities

Main Roads Western Australia (Main Roads) (ABN: 50 860 676 021) has upgraded a 12 km of single lane carriageway of the Bussell Highway to dual lane carriageway between Capel and Busselton (the Project). The duplication of the Bussell Highway has reduced road congestion, especially during peak travel periods and provide improved road safety.

Construction of the two-lane carriageway between Hutton Road and the Sabina River bridge was completed in 2025. In addition to the construction of the carriageways, the scope of work included other road infrastructure, including but not limited to bridges, culverts, lighting, noise barriers, fencing, landscaping, road safety barriers and signs.

The reporting period for this compliance report 11th August 2024 to 10th August 2025 the following activities were undertaken:

Clearing of environmental aspects as identified in EPBC 2020 / 8800 are all within the associated specified limits during the reporting period (Table 1).

Table 1. Clearing metrics during the reporting period.

Environmental Aspect	Area / number Approved Under EPBC 2020/ 8800	Area / Number Cleared In 2024–2025 reporting period	Total area / Number Cleared for Project
Western Ringtail Possum habitat	24.0 ha	0.14ha	21.11 ha
Black Cockatoo Habitat	20.8 ha	0.13 ha	18.18 ha
Suitable nesting hollow	1 tree	0 trees	1 tree
DBH Trees	124 trees	0 trees	112 trees
Tuart TEC	2.0 ha	0 ha	1.996 ha

Construction works completed during reporting period included:

- Finalising the three new southbound bridges.
- Upgrades to the three northbound bridges (Ludlow, Abba & Sabina Rivers).
- Installation of possum rope structures.
- Completion of the new southbound carriageway.
- Upgrades for converting the existing carriageway into the northbound carriageway.

Construction of the Project is essentially complete apart from minor finishing works that are expected to be completed in late 2025 / early 2026.

1.2 Project Scope

The Project is located approximately 200 km south of Perth and occurs in the Shire of Capel and City of Busselton (see Appendix A).

The Bussell Highway is the main connection between Bunbury and Busselton through to Margaret River and Augusta in the southwest region of Western Australia. The Bussell Highway is an important transportation link for industry in relation to freight, agriculture, and tourism.

Prior to the construction of the Project, Bussell Highway between Bunbury and Busselton was a dual carriageway in both directions except for a 12 km section between Capel and the Sabina River, which was a two-lane single carriageway with few overtaking lanes.

The duplication of the Bussell Highway increased traffic capacity and reduced travel times during peak road network periods (e.g.; holidays and long weekends) and significantly improve road safety.

Construction of the Proposed Action saw the construction of 12.3 km of dual carriageway that resulted in providing a complete dual carriageway between the southern cities of Bunbury and Busselton. The northern end of the construction commenced approximately 950m west of Hutton Road and tied into the existing dual carriageway approximately 450m west of the Sabina River crossing.

1.3 Location of the Approved Action

The Project location within the Bussell Highway road reserve between 31.15 and 44.0 SLK (straight line kilometres), which is approximately 185 km from Perth and, at its closest point, approximately 30 km south, southwest of Bunbury. The location of the approved action is shown in Figure 1.

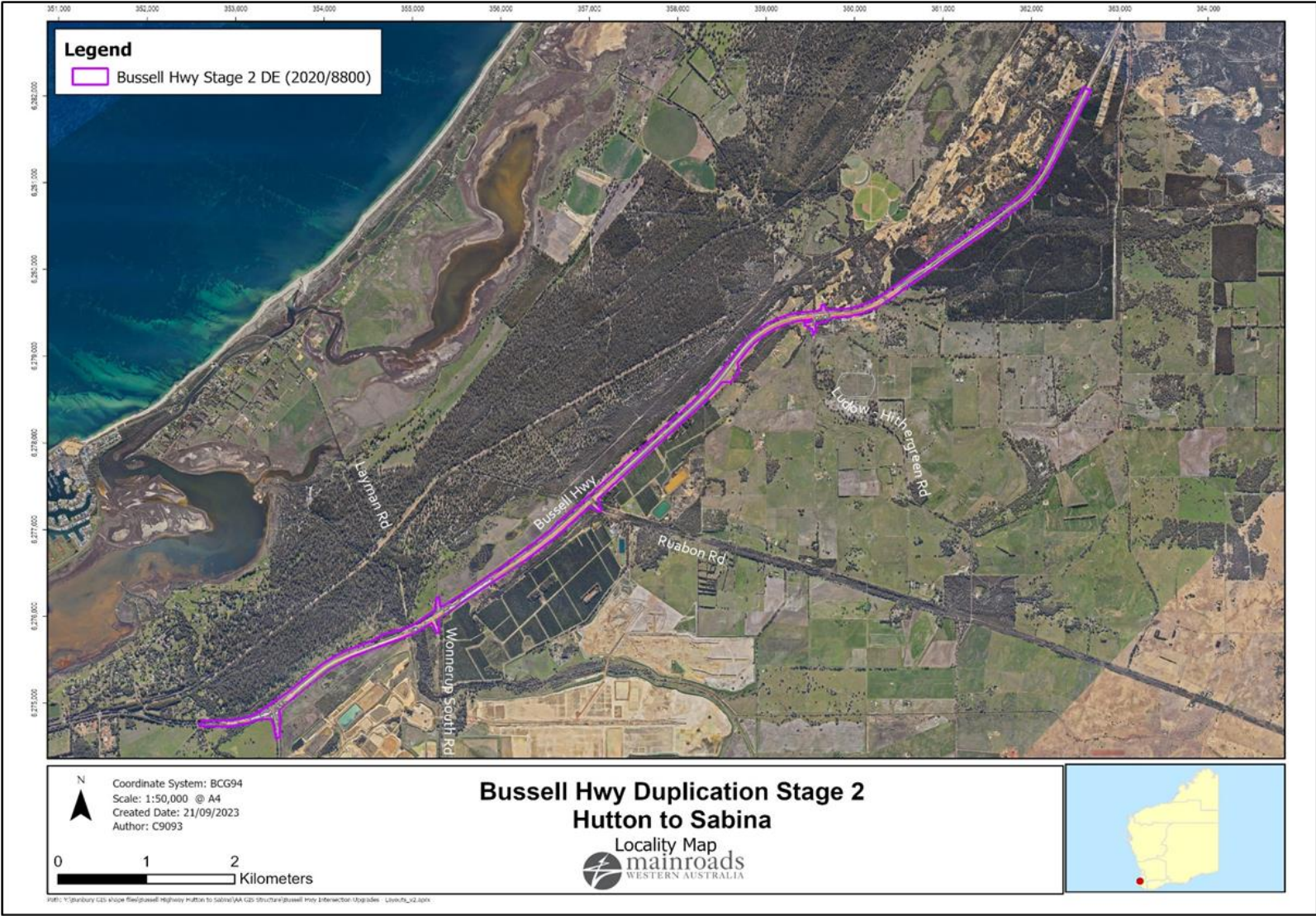


Figure 1. Location of Approved Action

1.4 EPBC 2020/8800 Approval Background

The Project was formally referred to the Department of Climate Change, Energy, the Environment and Water (DCCEEW, then Department of Agriculture, Water, and the Environment) in October 2020 (EPBC Act referral 2020/8800) as a potential “Controlled Action” under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) due to impacts on Matters of National Environmental Significance (MNES). On 3 November 2020, a delegate of the Minister for the Environment provided advice to Main Roads that the Project is a “Controlled Action” and that it will be assessed under the EPBC Act by preliminary documentation. The Department considered the proposed Action likely to have a significant impact on MNES, specifically:

- Black Cockatoos (Carnaby’s cockatoo (*Zanda latirostris*) (endangered), Baudin’s Cockatoo (*Zanda baudinii*) (endangered) and Forest Red-tailed Black Cockatoo (*Calyptorhynchus banksii naso*) (vulnerable)) (‘Black Cockatoos’).
- Western Ringtail Possum (*Pseudocheirus occidentalis*) (critically endangered) (‘WRP’).
- Tuart (*Eucalyptus gomphocephala*) forests and woodlands of the Swan Coastal Plain Threatened ecological community (critically endangered) (‘Tuart Woodlands TEC’).

Main Roads WA obtained conditional approval (EPBC2020/8800) for the Bussell Highway Duplication Project (Hutton to Sabina) from DCCEEW on 30 June 2021.

1.5 Condition Variance

Main Roads requested a variation to condition 8 in June 2022 regarding the submission of the Offset Management Plan. The variation was not approved by DCCEEW, consequently, there has been no formal change to condition 8 of EPBC 2020/8800.

1.6 Purpose of this Report

This Annual Compliance Report (ACR) has been produced to satisfy Condition 17 of approval EPBC 2020/8800 and covers the 12 month period from 11 August 2024 – 10 August 2025. This report assesses compliance with all conditions of the approval and will be published on Main Roads website.

Condition 17 of EPBC Approval 2020/8800 requires annual compliance assessment reports to be published on Main Roads’ website within 60 business days following the relevant 12-month period and the Department to be notified of the publication of the compliance report.

Annual Compliance Reporting

17. The approval holder must prepare a compliance report addressing each of the conditions of this approval for each 12-month period following the date of commencement of the action, or otherwise in accordance with an annual date that has been agreed to in writing by the Minister. The approval holder must: a. publish each compliance report on the website within sixty business days following the relevant 12-month period; and

b. notify the department by email that a compliance report has been published on the website and provide the weblink for the compliance report within 5 business days of the date of publication.

2 SUMMARY OF COMPLIANCE

Compliance with the conditions of approval will be assessed as one of the following:

- Compliant – the condition has been complied with during the reporting period.
- Non-Compliant - the condition has not been complied with during the reporting period.
- Not Applicable - the condition falls outside of the scope of the current reporting period and is not relevant.

Conditions deemed completed are shaded grey.

Appendix A of this report details the Project's compliance with regard to each approval condition over the 12 month compliance reporting period: 11 August 2024 – 10 August 2025.

Appendix B details the Project's compliance with the Ramsar Vasse Wonnerup System Environmental Management Plan.

No new non-compliances were recorded during the reporting period.

As reported in the 2024 ACR, the Project was found to be non-compliant with Condition 8 of EPBC Approval 2020/8800, which relates to the submission of the Offset Management Plan. Main Roads has been working with the department to develop an approach to meet the objectives of condition 8.

2.1 Corrective Measures

No corrective actions are proposed to be implemented.

As noted above, Main Roads is currently revising the Offset Management Plan based on comments received from DCCEEW prior to re-submission.

2.2 Compliance Audit

DCCEEW notified Main Roads in December 2024 that the Action was subject to a compliance audit. The audit was conducted between December 2024 and August 2025 and included a site visit in July 2025 (during this reporting period). The Department closed out the audit on 25 August 2025, the audit findings are outlined below:

- Compliance with twelve of twenty four conditions examined.
- A non-compliance was recorded with condition 8.
- Eleven conditions were not applicable at the time of the audit.

2.3 New Environmental Risks

No new environmental risks for the Project have been identified during the compliance reporting period.

2.4 Other Information

There is no other additional information in regard to this Project.

3 APPENDICES

Appendix A: Compliance Table

Table 2. Compliance with Conditions of EPBC Approval 2020/8800

Condition Number	Condition	Status	Evidence/Comments
1	To avoid and mitigate impacts to listed threatened species and communities the approval holder must not: a. Clear more than 24.0 ha of western ringtail possum habitat; b. Clear more than 20.8 ha of habitat for black cockatoos, including no more than 124 trees with a diameter at breast height of greater than 500 mm; c. Clear more than one tree containing a suitable nesting hollow; and d. Clear more than 2.0 ha of tuart TEC.	Compliant	Main Roads has cleared during this reporting period: a. 0.14 ha of the approved 24.0 ha of Western Ringtail Possum (WRP) habitat. The total project clearing is 21.11 ha of WRP habitat. b. 0.13 ha of the approved 20.0 ha of Black Cockatoo habitat. The total project clearing of Black Cockatoo habitat is 18.19 ha. One suitable DBH tree with no hollow was cleared during the 2023 – 2024 compliance reporting period. In total, 112 DBH trees have been cleared. No DBH trees have been cleared during the reporting period. c. Only one tree with a suitable nest hollow occurred within the Development Envelope and this was cleared during 2021-2022 compliance reporting period. d. 1.996 ha of the approved 2.0 ha of Tuart TEC clearing was cleared during the 2021-2022 compliance reporting period. No further clearing of TEC has occurred during the compliance reporting 2024-2025 period.

Condition Number	Condition	Status	Evidence/Comments
2	To avoid and mitigate impacts to protected matters, the approval holder must implement all avoidance, mitigation and management measures identified in tables 6-2, 6-3, 6-6, 6-7, 6-10 and 6-11 of the preliminary documentation main report. If any western ringtail possum or black cockatoos are injured or killed during clearing and/or construction, any such incidents must be reported to the department within three business days. <u>Table 6-2. SMART Performance Standards - Black Cockatoos</u> • Amount of Black Cockatoo foraging habitat cleared. • Number of trees with a DBH ≥ 500 mm. Number of trees with a DBH ≥ 500 mm which contain a potentially suitable nesting hollow(s) cleared.	Compliant	Main Roads has undertaken a minor amount of native vegetation clearing during this reporting period: • 0.13 ha of the approved 20.8 ha Black Cockatoo habitat has been cleared. • No DBH trees were cleared during the compliance reporting period.

Condition Number	Condition	Status	Evidence/Comments
2	Table 6-3. Black Cockatoos - Prior to Construction Apply Main Roads standard operational controls, which include hygiene management and fire management and provide for monitoring during construction.	Compliant	The Construction Environmental Management Plan (CEMP) is reviewed by Main Roads and forms the basis of environmental compliance and management of the Project. The Contractors CEMP outlines preventative management actions for hygiene management across the Project to minimise the spread of weeds and Dieback. The CEMP discusses: • Pre-start requirements for dieback and hygiene areas. • Monitoring and cleaning of mobile plant and vehicles. • Restricting movement of mobile plant and machines within specified areas. • Requirements around cleared materials (vegetation and mulch). The Contractor's Standard Operating Procedure (SOP) outlines hygiene requirements for weed management, quarantine areas, and vehicle and or plant washdown if required. The Contractor's CEMP also outlines management actions and controls for fire management across the Project; • Hot works activities. • Installation of spark arrestors (where practicable) to designated vehicles and plant machinery. • Water cart availability during daily operations. Fire management is also included in the Contractor's Project and HSE Induction Training packages, Safety Management and Emergency Management Response Plans. The Contractor's SOP contribute further to fire management techniques utilised on site.

Condition Number	Condition	Status	Evidence/Comments
2	<u>Table 6-3. Black Cockatoos - Prior to Construction</u> Contractor induction will include familiarisation with and discussion of Black Cockatoos, Phytophthora dieback management and hygiene management.	Compliant	The Contractor's Health Safety and Environment Induction outlines the Project and the safety and environmental requirements: • Recognises fauna (WRP and BC) as important biodiversity values. • Identifies that habitat areas required to be cleared are to be inspected including trees before clearing is undertaken. • Specifies that all equipment is to be free from soil/s and has been checked for soil, seed, and weeds, and vehicles are to use designated roads. • Discusses dieback and how it affects certain tree species roots, how it is spread and mitigation measures to prevent further Dieback contamination. Other general hygiene management measures utilised on site are: ○ Establishing no-go zones. ○ Restricting construction activities and vehicle movements. ○ Site inspections. ○ Weed Seed Dieback Inspection Certificate. ○ Signage for Dieback and weed areas placed appropriately at entrances and exits.
2	<u>Table 6-3. Black Cockatoos - Prior to Construction</u> Prior to clearing, the final road design will be assessed against the proposed clearing area to ensure the required clearing area is no more than the approved area.	Compliant	The final road design has been assessed against proposed clearing for the Project to minimise clearing where practicable and ensure that clearing of vegetation is within the approved Development Envelope.
2	<u>Table 6-3. Black Cockatoos - Prior to Construction</u> Habitat to be cleared within the area of the Proposal area will be clearly demarcated in the field.	Compliant	Clearing boundaries are surveyed and pegged by a competent Surveyor. Clearing boundaries are distinctly marked with coloured tape and or flagging. Demarcation of areas is documented in the Contractors SOP.

Condition Number	Condition	Status	Evidence/Comments
	Table 6-3. Black Cockatoos - Prior to Construction Where the tree with suitable nest hollow for Black Cockatoos will require clearing for the Proposal, the hollow will be visually inspected were safe and practicable. Where not in use the hollow will be 'blocked' to prevent breeding.	Compliant - Completed	One tree with a suitable nest hollow was cleared within the Development Envelope, this was undertaken during 2021-2022 compliance reporting period.
2	Table 6-3. Black Cockatoos - Prior to Construction Where blocking of the nest hollow cannot be undertaken (e.g., timing, access), a pre-clearing fauna assessment will be undertaken by a suitably experienced person to determine if the hollow is being used by Black Cockatoos.	Compliant - Completed	One tree with a suitable nest hollow was cleared within the Development Envelope, this was undertaken during 2021-2022 compliance reporting period.
2	Table 6-3. Black Cockatoos - During Construction A suitably experienced zoologist/environmental scientist will be on-site at all times during clearing of breeding habitat for Black Cockatoos and must maintain radio communication with machinery operators.	Compliant - Completed	One tree with a suitable nest hollow was cleared within the Development Envelope, this was undertaken during 2021-2022 compliance reporting period. A suitably qualified, licenced (FR28000016-11, TFA 2425-0182), and experienced environmental scientist was on site at all times for clearing activities conducted in breeding habitat for Black Cockatoos. Radio communication channel is recorded in fauna spotters daily clearing dairy.

Condition Number	Condition	Status	Evidence/Comments
2	<u>Table 6-3. Black Cockatoos - During Construction</u> Where a suitable nest hollow has not been blocked and the preclearing fauna assessment has not identified any Black Cockatoo occupation of the nest hollow, prior to clearing the tree will be 'bumped gently' with a machine with the machine operator and zoologist to wait and observe the tree for a short time after. If no Black Cockatoo appears to be present following being bumped gently then the tree shall be pushed over slowly to minimise risk of injury to any undetected animal (if present). Where a suitable nest hollow has not been blocked and the preclearing fauna assessment identifies any Black Cockatoo occupation of the nest hollow (which may include nestlings), the tree with the nest hollow will not be cleared until after the completion of the breeding season. No vegetation within 10 m of the tree would be cleared until after the completion of the breeding season.	Compliant - Completed	One tree with a suitable nest hollow was cleared within the Development Envelope, this was undertaken during 2021-2022 compliance reporting period.
2	<u>Table 6-3. Black Cockatoos - During Construction</u> Any Black Cockatoos showing signs of injury or illness will be promptly referred to an experienced wildlife veterinarian or approved wildlife rehabilitation facility.	Compliant	No Black Cockatoos have been injured or required veterinarian treatment during the reporting period.
2	<u>Table 6-3. Black Cockatoos - During Construction</u> A post-clearing survey shall be undertaken to ensure no injured Black Cockatoo individuals are present.	Compliant	Daily post clearing surveys are undertaken by a suitably qualified, licenced, and experienced person/s. No Black Cockatoos have been injured or required veterinarian treatment during the reporting period.

Condition Number	Condition	Status	Evidence/Comments
2	Table 6-3. Black Cockatoos - During Construction All Department of Fire and Emergency Services (DFES) and Local Government Authority (LGA) restrictions on fire and machinery movement will be strictly adhered to.	Compliant	The Project is registered for Total Fire Ban (TFB) notifications with DFES and Local Government in regard to restrictions and exemption/s conditions for fire bans, fires, and machinery movement. TFB notifications (as required) are communicated across the Project operations via morning Pre-start, Safety Meetings, Toolbox's and or by the Contractors site Supervisors and Superintendents to ensure they are adhered to, and to manage the risk of fire on site. A TFB was issued during the reporting period. This fire ban was communicated to the Project and across the site and implemented as required.
2	Table 6-7. WRP - Prior to Construction Contractor induction will include familiarisation with and discussion of WRP, Phytophthora dieback management and hygiene management.	Compliant	The Contractor's Induction: • Highlights WRP as protected biodiversity value. • Discusses dieback and dieback management measures. • Outlines hygiene management measures undertaken on site: ○ Establishing no-go zones restricting construction activities and limiting vehicle movements; site inspections will be undertaken by a Supervisor and or HSE Advisor. No go zones will be marked on design drawings. ○ Weed Seed Dieback Inspection Certificate is required for when a vehicle/machine travels off road, outside the Project area or operates in areas where there are declared weeds present. ○ Signage is utilised as required for Dieback and weed areas and placed appropriately at entrances and exits.

Condition Number	Condition	Status	Evidence/Comments
2	Table 6-7. WRP - Prior to Construction Prior to clearing, the final road design will be assessed against the proposed clearing area to ensure the required clearing area is no more than the approved area.	Compliant	The final road design was assessed against proposed clearing for the Project to minimise clearing required and to ensure that clearing of vegetation is within the approved Development Envelope.
2	Table 6-7. WRP - Prior to Construction Habitat to be cleared within the Proposal area will be clearly demarcated in the field.	Compliant	Clearing boundaries, exclusion zones, habitat trees, and Heritage area/s are surveyed and pegged. Habitat and important exclusion zones within the Development Envelope are distinctly marked with coloured tape or flagging. The Contractors SOP documents demarcation of certain areas to enable differentiation.
2	Table 6-7. WRP - Prior to Construction Pre-clearing fauna assessment and spotlighting will be undertaken by a suitably qualified person over two nights within the five nights prior to clearing. Assessment is to include hollows, dreys, ground debris, dense ground-level vegetation, timber, and logs.	Compliant	Pre-clearing fauna assessments and spotlighting was undertaken by suitably qualified, licenced (TFA 2020-0013-3 & TFA 2020-0013e.), and experienced environmental scientist over two nights within five nights prior to clearing.
2	Table 6-7. WRP - During Construction A suitably experienced zoologist/environmental scientist will be on-site at all times during clearing of WRP habitat and must maintain radio communication with machinery operators.	Compliant	A suitably qualified, licenced, and experienced environmental scientist was on site for all clearing activities undertaken in WRP habitat. Fauna spotters and mobile plant operators communicate via site radios to prevent any potential harm occurring to wildlife within the clearing area and also to maintain their site safety. Radio communication channel is recorded in the fauna spotter daily clearing diary.

Condition Number	Condition	Status	Evidence/Comments
2	<u>Table 6-7. WRP - During Construction</u> Vacant dreys will be removed prior to clearing where they are accessible. Vacant tree hollows suitable for possums will be removed or blocked prior to clearing where they are accessible.	Compliant	No trees with suitable hollows were cleared during the reporting period.
2	<u>Table 6-7. WRP - During Construction</u> No night-time clearing of vegetation will occur.	Compliant	Construction activities were restricted to daylight hours. No night-time clearing of vegetation has occurred during the reporting period.
2	<u>Table 6-7. WRP - During Construction</u> Temporary traffic management measures including variable message boards will be implemented to alert road users to the possible presence of WRP on the roadway.	Compliant	Temporary variable message boards (VMB) and the use of traffic management are utilised on site as required when clearing activities are in close proximity to the road network.
2	<u>Table 6-7. WRP - During Construction</u> Cleared vegetation will be chipped immediately or transported at least 100 m from WRP habitat before further processing.	Compliant	Cleared vegetation is chipped directly after being felled or transported as required at least 100 m from WRP habitat before further processing.
2	<u>Table 6-7. WRP - During Construction</u> Movement/disturbance of clearing stockpiles will be confined to the period between one hour after sunrise and one hour prior to sunset.	Compliant	No movement or disturbance of clearing stockpiles has occurred outside one hour after sunrise and one hour prior to sunset.
2	<u>Table 6-7. WRP - During Construction</u> Habitat clearing is to commence from existing edge lines/roads and progress towards habitat that will be retained, where possible.	Compliant	The Contractor's CEMP highlights directional clearing, clearing towards WRP habitat that is being retained.

Condition Number	Condition	Status	Evidence/Comments
2	Table 6-7. WRP - During Construction - If WRPs are observed during clearing operations, the tree containing the animal shall be left for up to 48 hours to allow for the animal to vacate, while clearing continues in adjacent vegetation. If the tree continues to be occupied after 48 hours, the animal will be coerced/moved to a safe area outside of the clearing footprint by the appointed zoologist/environmental scientist/fauna spotter. - Trees, as noted above, that are observed to support WRP after 48 hours will be 'bumped gently' with a machine prior to felling. The operator and spotter will wait and observe the tree for a short time. If the animal remains in the tree, the tree shall be pushed over slowly onto vegetation within the clearing area that is yet to be cleared. The 'soft felling' of habitat trees will provide a 'cushion' for the vegetation being felled, minimising the risk of injury to the animal, and allowing any WRP present with the opportunity to safely vacate. Felled trees with hollows will be checked immediately for WRPs after felling and prior to further processing. If it is not possible to fully inspect the hollow the tree will be left on the ground overnight to allow time for any undetected fauna to vacate.	Not Applicable	Post clearing surveys are undertaken by a suitably qualified, licenced, and experienced environmental scientist. No trees with suitable hollows have been cleared during the reporting period.

Condition Number	Condition	Status	Evidence/Comments
2	<u>Table 6-7. WRP - During Construction</u> A post-clearing survey shall be undertaken immediately following each day's clearing operations and the following morning to identify the presence of any injured animals.	Compliant	Fauna spotters complete daily post clearing surveys (daily diaries) immediately following clearing operations. No animals were injured or required ongoing care (veterinary or wildlife rehabilitation) during the reporting period.
2	<u>Table 6-7. WRP - During Construction</u> Any WRP showing signs of injury or illness will be promptly referred to an experienced wildlife veterinarian or approved wildlife rehabilitation facility.	Not Applicable	No animals were injured or required ongoing care (veterinary or wildlife rehabilitation) during the reporting period.
2	<u>Table 6-10. Tuart TEC</u> Clearing of 2.0 ha of Tuart Woodlands TEC.	Compliant - Completed	During 2021-2022 compliance reporting period Main Roads completed the clearing of 1.996 ha of the approved 2.0 ha of Tuart TEC. No further clearing has been undertaken of the Tuart Woodlands.
2	<u>Table 6-11. Tuart TEC - Prior to Construction</u> Apply Main Roads standard operational controls, including hygiene and fire management procedures, such as machinery/vehicle clean down, weed treatments and restrictions on vehicle/machinery movements, and provide for monitoring during construction.	Compliant - Completed	During 2021-2022 compliance reporting period Main Roads completed the clearing of 1.996 ha of the approved 2.0 ha of Tuart TEC. No further clearing has been undertaken of the Tuart Woodlands.
2	<u>Table 6-11. Tuart TEC - Prior to Construction</u> Contractor induction will include familiarisation with and discussion of TEC vegetation, Phytophthora dieback management and hygiene management.	Compliant - Completed	During 2021-2022 compliance reporting period Main Roads completed the clearing of 1.996 ha of the approved 2.0 ha of Tuart TEC. No further clearing has been undertaken of the Tuart Woodlands.
2	<u>Table 6-11. Tuart TEC - Prior to Construction</u> Design refinement to minimise the area of TEC vegetation needed to be cleared for the Proposal (hold point).	Compliant - Completed	During 2021-2022 compliance reporting period Main Roads completed the clearing of 1.996 ha of the approved 2.0 ha of Tuart TEC. No further clearing has been undertaken of the Tuart Woodlands.

Condition Number	Condition	Status	Evidence/Comments
2	Table 6-11. Tuart TEC - Prior to Construction Prior to clearing, the final road design will be assessed against the proposed clearing area to ensure the required clearing area is no more than the approved area.	Compliant - Completed	During 2021-2022 compliance reporting period Main Roads completed the clearing of 1.996 ha of the approved 2.0 ha of Tuart TEC. No further clearing has been undertaken of the Tuart Woodlands.
2	Table 6-11. Tuart TEC - Prior to Construction Tuart Woodlands TEC vegetation to be cleared within the Proposal Area will be clearly demarcated in the field.	Compliant - Completed	During 2021-2022 compliance reporting period Main Roads completed the clearing of 1.996 ha of the approved 2.0 ha of Tuart TEC. No further clearing has been undertaken of the Tuart Woodlands.
2	Table 6-11. Tuart TEC - Prior to Construction Declared Plants and WoNS within the Proposal Area will be removed or treated with herbicide.	Compliant - Completed	During 2021-2022 compliance reporting period Main Roads completed the clearing of 1.996 ha of the approved 2.0 ha of Tuart TEC. No further clearing has been undertaken of the Tuart Woodlands.
2	Table 6-11. Tuart TEC - During Construction Demarcation of the active construction front of TEC vegetation areas will be maintained during the construction phase.	Compliant - Completed	During 2021-2022 compliance reporting period Main Roads completed the clearing of 1.996 ha of the approved 2.0 ha of Tuart TEC. No further clearing has been undertaken of the Tuart Woodlands.
2	Table 6-11. Tuart TEC - During Construction Movement of machines and other vehicles will be restricted to the limits of the areas cleared within the Proposal Area or on designated tracks outside the area.	Compliant - Completed	During 2021-2022 compliance reporting period Main Roads completed the clearing of 1.996 ha of the approved 2.0 ha of Tuart TEC. No further clearing has been undertaken of the Tuart Woodlands.
2	Table 6-11. Tuart TEC - During Construction Infestations of Declared Plants and WoNS within the Proposal Area will be removed or treated with herbicide.	Compliant - Completed	During 2021-2022 compliance reporting period Main Roads completed the clearing of 1.996 ha of the approved 2.0 ha of Tuart TEC. No further clearing has been undertaken of the Tuart Woodlands.

Condition Number	Condition	Status	Evidence/Comments
2	Table 6-11. Tuart TEC - During Construction No re-fuelling of equipment will be conducted within 100 m of TEC vegetation.	Compliant - Completed	During 2021-2022 compliance reporting period Main Roads completed the clearing of 1.996 ha of the approved 2.0 ha of Tuart TEC. No further clearing has been undertaken of the Tuart Woodlands.
2	Table 6-11. Tuart TEC - During Construction As far as practical, clearing activities will occur during the dry months to reduce the risk of spreading <i>Phytophthora</i> dieback.	Compliant - Completed	During 2021-2022 compliance reporting period Main Roads completed the clearing of 1.996 ha of the approved 2.0 ha of Tuart TEC. No further clearing has been undertaken of the Tuart Woodlands.
2	Table 6-11. Tuart TEC - During Construction All DFES and LGA restrictions on fire and machinery movement will be strictly adhered to.	Compliant - Completed	During 2021-2022 compliance reporting period Main Roads completed the clearing of 1.996 ha of the approved 2.0 ha of Tuart TEC. No further clearing has been undertaken of the Tuart Woodlands.
2	Table 6-11. Tuart TEC - During Construction If any western ringtail possum or black cockatoos are injured or killed during clearing and/or construction, any such incidents must be reported to the department within three business days.	Compliant - Completed	During 2021-2022 compliance reporting period Main Roads completed the clearing of 1.996 ha of the approved 2.0 ha of Tuart TEC. No further clearing has been undertaken of the Tuart Woodlands.
3	To avoid and mitigate impacts to the Vasse-Wonnerup Ramsar wetland, and any listed migratory species that inhabit that wetland, the approval holder must implement the Vasse-Wonnerup Management Plan, for the duration of this approval.	Compliant	No sedimentation or erosion incidents that may have the potential to impact the environment were recorded during the reporting period. Vasse-Wonnerup Management Plan implemented during reporting period, see Appendix B.
4	To compensate for the residual significant impacts to western ringtail possums, black cockatoos and the tuart TEC, the approval holder must: a. acquire and secure for use as an offset site the entirety of Lots 200 and 201 West Boundary Road,	Compliant	a. Main Roads funded the purchase of Lots 200 and 201 West Boundary Road, Manjimup. The properties have since been vested in the WA Conservation and Parks Commission and managed by DBCA as part of the Faunadale Nature Reserve (Reserve 15762). b. & c. DBCA has agreed to the proposed offset in the Ludlow Tuart Forest (Ludlow Offset Site 1). This has been confirmed by the issuing of approval under DBCA Disturbance Approval System (P000162) and the

Condition Number	Condition	Status	Evidence/Comments
	Manjimup, Western Australia (being the areas respectively outlined red and yellow in Attachment B) b. acquire and secure for use as an offset site at least 8.78 ha of State Forest No. 2 near Busselton, Western Australia (of the areas outlined purple and green in Attachment C) c. secure the offset sites identified in conditions 4a and 4b, within 12 months of the date of this approval d. provide written evidence to the department that the offset sites identified in conditions 4a and 4b have been acquired and secured, within 12 months of the date of this approval; this written evidence must also identify the securing mechanism by which each offset site will be permanently protected for conservation.		issuing of a Regulation 4 Lawful Authority for rehabilitation works to occur for Main Roads implementation of its environmental offset obligations. d. The Certificate titles were provided by Main Roads to DCCEW on 26/06/2022. These properties have been transferred to the ownership of the DBCA for management as part of the conservation estate. Ludlow Tuart Forest will remain within the conservation estate and managed long term by DBCA.
5	To compensate for the residual significant impacts to western ringtail possums, black cockatoos and the tuart TEC, the approval holder must: a. manage 29 ha of vegetation at Lots 200 and 201, West Boundary Road, Manjimup to prevent degradation of black cockatoo habitat. b. manage 37 ha of vegetation at Lots 200 and 201, West Boundary Road, Manjimup to prevent degradation of western ringtail possum habitat. c. revegetate, rehabilitate, and manage 7.4 ha of vegetation in State Forest No. 2 to provide habitat for western ringtail possums.	Compliant	a. Lots 200 and 201, West Boundary Road, Manjimup is now being managed by DBCA for conservation purposes including habitat for black cockatoos. b. Lots 200 and 201, West Boundary Road, Manjimup is now being managed by DBCA for conservation purposes including habitat for western ringtail possum. c. Main Roads is planning for the revegetation, rehabilitation and management of 7.4 ha in the proposed offset site (Ludlow Offset Site 1). d. Main Roads has commenced revegetating, rehabilitating and managing 8.78 ha in the proposed offset site (Ludlow Offset Site 1). e. The revegetation, rehabilitation and management of the offset site has commenced in line with conditions 8, 9 and 10.

Condition Number	Condition	Status	Evidence/Comments
	d. revegetate, rehabilitate, and manage 8.78 ha of areas in State Forest No. 2 to create and maintain 8.78 ha of tuart TEC. e. undertake all revegetation, rehabilitation, and management in accordance with the methods and reporting processes required by conditions 8, 9 and 10.		
6	If the approval holder fails to secure the offset sites identified in Condition 4 or fails to secure the full area (in hectares) specified in Condition 5, within 12 months of the date of this approval, then the approval holder must submit a Contingency Offset Plan to the department for approval by the Minister. The Contingency Offset Plan must include, but not be limited to: a. An evaluation of the compensatory value provided by each new nominated offset proposal in accordance with the EPBC Environmental Offsets Policy, with explanation and evidence to support the choice of all input values for the Offsets Assessment Guide. If evidence is not provided to support input values for the Offsets Assessment Guide, then values must be proposed on a precautionary basis that assume lower conservation gains. b. Explanation as to how the Contingency Offset Plan is consistent with the EPBC Environmental Offsets Policy and, in addition to any other offset proposals, fully compensates for the residual significant impacts of the proposed action. The Contingency Offset Plan must also explain how it is consistent with the eight	Not Applicable	A Contingency Management Plan is not required as the West Boundary Road and State Forest No.2 offset sites have been secured.

Condition Number	Condition	Status	Evidence/Comments
	requirements in the EPBC Environmental Offsets Policy or otherwise explain how better environmental outcomes will be achieved for each relevant protected matter by deviating from these eight requirements. c. A contingency process that will be implemented in every situation where a proposed offset site, which has not yet been secured by the approval holder, becomes unavailable or unworkable. The contingency process must outline the steps that will be taken to secure one or more alternative offset site. d. Identify the securing mechanism by which the new nominated offset sites area will be permanently protected for conservation. e. An Offset Management Plan for each new offset site developed in accordance with the requirements of Condition 8. A single Offset Management Plan covering multiple new contingency offset sites may be provided.		

Condition Number	Condition	Status	Evidence/Comments
7	The most recent Contingency Offset Plan approved by the Minister must be implemented from the date of its approval. If the Contingency Offset Plan has not been approved by the Minister in writing within 18 months of the date of this approval, and the Minister notifies the approval holder that the submitted Contingency Offset Plan is not suitable for approval, the Minister may, at least two months after so notifying the approval holder, approve a version of the Contingency Offset Plan revised by the department. The approval holder must implement the approved Contingency Offset Plan.	Not Applicable	The requirement for a Contingency Offset Management Plan has not been triggered.
8	The approval holder must submit for the Minister's approval, within 12 months of the date of this approval, an Offset Management Plan for each of the offset sites specified in conditions 4 and 5. Each Offset Management Plan must be consistent with the department's Environmental Management Plan Guidelines and must include the following. A single Offset Management Plan covering all offset sites may be provided. a. A summary of the residual impacts to protected matters that will be compensated for by the offsets. This summary must include the size and habitat quality of all impact sites. b. The environmental objectives, relevant protected matters, and a reference to the EPBC Act approval conditions to which each Offset Management Plan refers.	Non-Compliant	Main Roads requested a variation to Condition 8 on 26 June 2022 to extend the submission date of the Offset Management Plan until 30 June 2023. Main Roads self reported a non-compliance with Condition 8 to DCCEEW on 31 November 2024 as the required plan had not been submitted by the agreed date. DCCEEW issued a show cause notice to Main Roads on 20 March 2025. Main Roads submitted the Offset Management Plan (OMP) to DCCEEW on 3 April 2025. And DCCEEW issuing a Close Out letter on 2 May 2025 with no additional action to be taken. DCCEEW provided comments on the submitted OMP on 19 June 2025. Main Roads is currently addressing the comments received prior to re-submission of the revised OMP.

Condition Number	Condition	Status	Evidence/Comments
	c. A table of commitments made in each Offset Management Plan to achieve the environmental objectives, and a reference to where the commitments are detailed in each Offset Management Plan. d. Reporting and review mechanisms, and documentation standards to demonstrate compliance with each Offset Management Plan. e. An assessment of risks to achieving environmental objectives and risk management strategies that will be applied. f. Impact avoidance, mitigation and/or repair measures, and their timing. g. A monitoring program, which must include: i. measurable performance indicators; ii. the timing and frequency of monitoring to detect trigger values and changes in the performance indicators; iii. trigger values for corrective actions; and iv. proposed corrective actions, if trigger values are reached. h. Links to referenced plans and applicable conditions of approval (including State approval conditions).		

Condition Number	Condition	Status	Evidence/Comments
	Each Offset Management Plan, as approved by the Minister in writing, must be implemented when approved by the Minister.		
9	In addition to the requirements of Condition 8, each Offset Management Plan must: a. establish revegetation outcomes for the Ludlow State Forest No. 2 offset site to achieve the conservation targets identified in Condition 5 and that will: i. for the western ringtail possum, provide 7.4 ha of habitat that contains understorey and midstorey vegetation comprising Peppermint (<i>Agonis flexuosa</i>) and other native species, and must also contain connected canopy habitat formed by native species ii. create 8.78 ha of “Moderate” quality tuart TEC as defined in Table 2 of the tuart TEC Conservation Advice iii. prevent unauthorised access by erecting fencing around revegetated areas wherever possible and maintain such fencing iv. undertake weed control to maintain a predominance of native species in understorey, midstorey and canopy vegetation for at least 20 years v. minimise feral animal populations with ongoing management for at least 20 years	Compliant	The Offset Management Plan submitted to DCCEEW 3 April 2025 for approval: • Addresses revegetation outcomes for the Ludlow State Forest No. 2 offset site. • Established management outcomes for the West Boundary Road offset site in Manjimup • Included attached written agreement from DBCA • Described the methods by which revegetation and/or rehabilitation will be undertaken at each offset site. • Detailed ongoing management actions to ensure that, once any revegetation or rehabilitation target, as specified in each Offset Management Plan each such target continues to be met or exceeded for at least 20 years. • Identified any contingency actions to be implemented should revegetation, rehabilitation or management actions fail • Detailed monitoring, reporting and evaluation mechanisms for revegetation, rehabilitation and management actions.

Condition Number	Condition	Status	Evidence/Comments
	b. establish management outcomes for the West Boundary Road offset site in Manjimup to achieve the conservation targets identified in Condition 5 and that will: i. prevent unauthorised access and site degradation by erecting fencing around managed areas wherever possible and maintain such fencing ii. undertake weed control to maintain a predominance of native species in understorey, midstorey and canopy vegetation for at least 20 years iii. minimise feral animal populations with ongoing management for at least 20 years c. include attached written agreement from DBCA to all measures in conditions 9a and 9b d. sufficiently describe the methods by which revegetation and/or rehabilitation will be undertaken at each offset site to achieve the revegetation outcomes and identify: i. the timeframe for the revegetation and rehabilitation activities to be undertaken ii. the funding arrangements under which the revegetation and rehabilitation actions will be undertaken iii. the name, qualifications and experience of the suitably qualified expert who will manage all revegetation and rehabilitation actions		

Condition Number	Condition	Status	Evidence/Comments
	e. detail ongoing management actions to ensure that, once any revegetation or rehabilitation target, as specified in each Offset Management Plan, is reached, each such target continues to be met or exceeded for at least 20 years, including details of: i. the funding arrangements under which the maintenance actions will be undertaken ii. the suitably qualified expert who will manage maintenance actions f. identify any contingency actions to be implemented should revegetation, rehabilitation or management actions fail, which if agreed to by the department in writing, must be implemented g. detail monitoring, reporting and evaluation mechanisms for revegetation, rehabilitation and management actions and propose suitable reporting frameworks to the department.		
10	If the Offset Management Plan for each of the offset sites specified has not been approved by the Minister in writing within 18 months of the date of this approval notice, and the Minister notifies the approval holder that one or more submitted Offset Management Plan is not suitable for approval, the Minister may, at least two months after so notifying the approval holder, approve a version of the Offset Management Plan revised by the department. The approval holder must implement each approved Offset Management Plan for the life of the approval.	Not Applicable	The Minister has not notified the approval holder that one or more submitted Offset Management Plan is not suitable for approval.

Condition Number	Condition	Status	Evidence/Comments
11	The approval holder must notify the department in writing of the date of commencement of the action within 10 business days after the date of commencement of the action.	Compliant - Completed	Main Roads advised DCCEEW (by letter correspondence) on 25/08/2021 regarding the commencement date (11/08/2021) of the Action.
12	If the commencement of the action does not occur within 5 years from the date of this approval, then the approval holder must not commence the action without the prior written agreement of the Minister.	Compliant - Completed	The commencement date of the of 'the Action' was the 11/08/2021, which is within 5 years of the date of approval (21/12/2020).
13	The approval holder must maintain accurate and complete compliance records.	Compliant	Main Roads has maintained all records in accordance with this condition and legal obligations, under the State Records Act 2000 (Western Australia).
14	If the department makes a request in writing, the approval holder must provide electronic copies of compliance records to the department within the time frame specified in the request.	Compliant	Main Roads has provided compliance documentation when requested by DCCEEW as per the conditions of this approval.
15	The approval holder must: a. submit plans electronically to the department b. unless otherwise agreed to in writing by the Minister, publish each plan on the website within 20 business days of the date: i. of this approval, if the version of the plan to be implemented is specified in these conditions; or ii. that the plan is approved by the Minister; or iii. that a revised action management plan is submitted to the Minister or the department;	Compliant	Management Plans related to this EPBC 2020/8800 Approval that are required to be submitted to the Department have been provided electronically and published on Main Roads' website in accordance with the specified timeframe.

Condition Number	Condition	Status	Evidence/Comments
	c. exclude or redact sensitive ecological data from plans published on the website or provided to a member of the public; and d. keep plans published on the website until the end date of this approval.		
16	The approval holder must ensure that any monitoring data (including sensitive ecological data), surveys, maps, and other spatial and metadata required under a plan or conditions of this approval, are prepared in accordance with the department's Guidelines for biological survey and mapped data (2018) and submitted electronically to the department in accordance with the requirements of the plan or the conditions of this approval.	Compliant	Management Plans or conditions of this approval have not triggered the requirement for environmental monitoring to be undertaken and reported during the compliance reporting 2024 – 2025 period.
17	The approval holder must prepare a compliance report addressing each of the conditions of this approval for each 12-month period following the date of commencement of the action, or otherwise in accordance with an annual date that has been agreed to in writing by the Minister. The approval holder must: a. publish each compliance report on the website within 60 business days following the relevant 12-month period b. notify the department by email that a compliance report has been published on the website and provide the weblink for the compliance report within 5 business days of the date of publication	Compliant	a. & b. The action commenced on 11 August 2021. This report is the fourth compliance report for the Project and covers the reporting period from 11 August 2024 to 10 August 2025. This compliance report will be published on the Main Roads website prior to 3 November 2025. Main Roads will notify the Department of the publication of the ACR. c. This report and other previous annual compliance reports will remain publicly available on the Main Roads website until the expiration date (1/8/2056) of this approval. d. & e. No sensitive ecological data has been excluded from this compliance report.

Condition Number	Condition	Status	Evidence/Comments
	c. keep all compliance reports publicly available on the website until this approval expires d. exclude or redact sensitive ecological data from compliance reports published on the website e. where any sensitive ecological data has been excluded from the version published, submit the full compliance report to the department within 5 business days of publication.		
18	The approval holder must notify the department in writing of any incident; non-compliance with the conditions; or non-compliance with the commitments made in plans. The notification must be given as soon as practicable, and no later than 2 business days after becoming aware of the incident or non-compliance. The notification must specify: a. any condition which is or may be in breach b. a short description of the incident and/or non-compliance c. the location (including co-ordinates), date, and time of the incident and/or non-compliance. In the event the exact information cannot be provided, provide the best information available.	Compliant	No incidents or non-compliances have occurred during the reporting period.
19	The approval holder must provide to the department the details of any incident or non-compliance with the conditions or commitments made in plans as soon as practicable and no later than 10 business days after becoming aware of the incident or non-compliance, specifying:	Compliant	No incidents or non-compliances have occurred during the reporting period.

Condition Number	Condition	Status	Evidence/Comments
	a. any corrective action or investigation which the approval holder has already taken or intends to take in the immediate future b. the potential impacts of the incident or non-compliance c. the method and timing of any remedial action that will be undertaken by the approval holder d. the measures the approval holder will take to prevent a recurrence of the incident or non-compliance.		
20	The approval holder must ensure that independent audits of compliance with the conditions are as requested in writing by the Minister.	Not Applicable	Main Roads has not received a request from the Minister to undertake an independent compliance audit of this Action.
21	For each independent audit, the approval holder must: a. provide the name and qualifications of the independent auditor and the draft audit criteria to the department b. only commence the independent audit once the audit criteria have been approved in writing by the department and the person or organisation that will undertake the independent audit c. submit an audit report to the department within the timeframe specified in the approved audit criteria.	Not Applicable	Main Roads has not received a request from the Minister to undertake an independent compliance audit of this Action.
22	The approval holder must publish the audit report on the website within 10 business days of receiving	Not Applicable	Main Roads has not received a request from the Minister to undertake an independent compliance audit of this Action.

Condition Number	Condition	Status	Evidence/Comments
	the department's approval of the audit report and keep the audit report published on the website until the end date of this approval.		
23	The approval holder may, at any time, apply to the Minister for a variation to an action management plan approved by the Minister under conditions 8, 9 and 10, or as subsequently revised in accordance with these conditions, by submitting an application in accordance with the requirements of section 143A of the EPBC Act. If the Minister approves a revised action management plan (RAMP) then, from the date specified, the approval holder must implement the RAMP in place of the previous action management plan. The RAMP must not be implemented unless approved by the Minister in writing.	Compliant	Main Roads have not submitted an application for a variation to a management plan under section 143A of the EPBC Act.
24	Within 30 business days after whichever is the earlier of: a. the completion of the action, or b. 60 business days before the end date of the period for which this approval has effect, c. the approval holder must notify the department in writing and provide completion data. If the completion of the action is unlikely to occur before the end date of the period for which the approval has effect, the approval holder must submit to the department, before the end date of the period for which the approval has effect, a request, in accordance with the requirements of section 145C of	Not Applicable	The Action is still under construction and has not been completed.

Condition Number	Condition	Status	Evidence/Comments
	the EPBC Act, to extend the period of effect of the approval.		

Appendix B: Compliance Table 3

Table 3. Compliance with Vasse Wonnerup Environmental Management Plan

Plan Reference	Aspect	Management Action	Requirement	Evidence/Comments	Compliance
Environmental Management Measures Table E-1 (and Table 6-1)	Prior to construction	As part of the contractor's CEMP, development of a Hygiene Management Plan to prevent the spread of dieback and weeds to adjacent vegetation. The CEMP will include procedures such as machinery/vehicle clean down, weed treatments and restrictions on vehicle/machinery movements.	No indirect impacts to the Vasse- Wonnerup System	Hygiene management is discussed in the Contractor induction and standard operating procedures (SOP): • COR-TRA-OI051 Project Induction; • COR-HSE-SOP058 Clear or Disturb Land; • COR-HSE-SOP055 Vegetation and Flora Management; • SOP5022 Clearing and Land Management; and • COR-HSE_SOP063 Dieback Controls.	Compliant
Environmental Management Measures Table E-1 (and Table 6-1)	Prior to construction	As part of the contractor's CEMP, development of a Fire Management Plan.	No indirect impacts to the Vasse- Wonnerup System	The contractor has an Emergency Management and Response Plan (PL04) of which fire management is included. The Contractors Vegetation and flora Management Procedure (COR-HSE-SOP055) also discusses fire management. A fire prevention equipment check list (COR-PLA-FO093 - Fire Prevention Equipment Checklist) is used to evaluate the condition of fire equipment on site	Compliant

Plan Reference	Aspect	Management Action	Requirement	Evidence/Comments	Compliance
				and or if any of the equipment requires upkeep and or maintenance.	
Environmental Management Measures Table E-1 (and Table 6-1)	During construction	Contractor induction will include familiarisation with and discussion of the Vasse-Wonnerup System, riparian vegetation, and hygiene management.	Avoid indirect impacts to the Vasse-Wonnerup System	The Contractor Project induction (COR-TRA_OL051) includes familiarisation and discussion regarding the Vasse Wonnerup System, riparian vegetation and hygiene management.	Compliant
Environmental Management Measures Table E-1 (and Table 6-1)	During construction	Long-term hydrocarbon storage (i.e. hydrocarbons which shall not be used that day or not stored within equipment waiting to be used) or re-fuelling of equipment (with the exception of stationary plant) will not be permitted within 100 m of riparian vegetation.	Avoid indirect impacts to the Vasse-Wonnerup System	Diesel and other hydrocarbons are not stored on site. Limestone hard stands were initially built at a number of locations across the project for refuelling. A majority of works have a nearby gravel or limestone pavement hard-stand for refuelling. (COR-PLA-SOP002 - Refuelling (Diesel). Measures for appropriate clean up are discussed.	Compliant
Environmental Management Measures Table E-1 (and Table 6-1)	During construction	The Construction Contractor will prepare a Spill Response Procedure for oil, chemical or hazardous material spill events to ensure any spill is contained effectively and cleaned up appropriately and efficiently with approved materials.	Avoid indirect impacts to the Vasse-Wonnerup System	The Contractor as a hydrocarbon and chemical spills response procedure (COR-HSE-SOP40) and an online Spills Training presentation (COR-TRA-OL018).	Compliant
Environmental Management Measures	During construction	Implement standard construction drainage management as detailed under Main Roads Specification 204.	Avoid indirect impacts to the Vasse-Wonnerup System	Main Roads specification 204 is included as part of the contract technical specifications.	Compliant

Plan Reference	Aspect	Management Action	Requirement	Evidence/Comments	Compliance
Table E-1 (and Table 6-1)					
Environmental Management Measures Table E-1 (and Table 6-1)	During construction	As part of the contractor's CEMP, the construction contractor will prepare a Fire Management Plan to minimise risk of ignition from construction activities and effectively manage any resulting fire/wildfire.	Avoid indirect impacts to the Vasse-Wonnerup System	The Contractor has an Emergency Management Response Procedure (PL04) which includes fire management. The Vegetation and flora Management Procedure (COR-HSE-SOP055) also outlines fire management and measures undertaken on site to reduce potential ignition sources. A fire prevention equipment check list is used to evaluate the condition of fire equipment on site.	Compliant
Environmental Management Measures Table E-1 (and Table 6-1)	During construction	As part of the contractor's CEMP, the construction contractor will prepare a Fire Management Plan to minimise risk of ignition from construction activities and effectively manage any resulting fire/wildfire.	Avoid indirect impacts to the Vasse-Wonnerup System	The Contractor has an Emergency Management Response Procedure (PL04) which includes fire management. The Vegetation and flora Management Procedure (COR-HSE-SOP055) also outlines fire management and measures undertaken on site to reduce potential ignition sources. A fire prevention equipment check list is used to evaluate the condition of fire equipment on site.	Compliant
Environmental Management Measures Table E-1 (and Table 6-1)	During construction	All Department of Fire and Emergency Services (DFES) and Local Government Authority (LGA) restrictions on fire and machinery	Avoid indirect impacts to the Vasse-Wonnerup System	The Project is registered for Total Fire Ban Notifications (TFBN) with DFES and Local Government in regard to restrictions and exemption/s conditions	Compliant

Plan Reference	Aspect	Management Action	Requirement	Evidence/Comments	Compliance
Table 6-1)		movement will be strictly adhered to.		for fire bans, fires, and machinery movement. TFB notifications (as required) are communicated across the Project operations via various means: e.g.; morning Pre-start, Safety Meetings, Toolbox's and or by the Contractors site Supervisors and Superintendents to ensure they are adhered to manage the risk of fire on site. A total fire ban (TFB) were issued during the compliance reporting period. This was communicated to the Project and implemented on site as required.	
Environmental Management Measures Table E-1 (and Table 6-1)		Implement ASS Management Plan as part of the contractor's CEMP.		The Contractor has developed separate Acid Sulphate Management Plans for the excavation of potential acid sulphate soils that maybe encountered whilst working in the proximity of the Ludlow and Abba and rivers. These ASS management plans have been implemented during bridge construction across the rivers. Silt curtains have been installed as required and sediment and erosion inspections have been undertaken during bridge construction.	Compliant

Plan Reference	Aspect	Management Action	Requirement	Evidence/Comments	Compliance
Reporting Requirements Section 4.1 Table 4-1	Implementation of EMP	Reporting on the implementation of the Ramsar Environmental Management Plan.	Annually (as part of annual compliance reporting).	The Vasse – Wonnerup Ramsar Environmental Management Plan has been implemented.	Compliant
Reporting Requirements Section 4.1 Table 4-1	Non-compliance with EMP or Environmental Incident	Reporting of non-compliances in regard to the Ramsar Environmental Management Plan (REMP) or environmental incident.	As soon as reasonably practicable but not more than seven days.	No non-compliance with the REMP or environmental incidents impacting the RAMSAR site have been recorded during the reporting period.	Compliant
Environmental Training Section 4.2 Table 4-2	Environmental Training	Site Induction Training. (Induction requirements outlined in Table 4-2)	Main Roads will ensure that all personnel undertaking works for the Action, including visitors, have undertaken a site induction training or are escorted to the site. Main Roads will evaluate all personnel undertaking the site induction training program	The Contractor has a Site and Project inductions that are mandatory to be completed prior to commencing work on site.	Compliant

Plan Reference	Aspect	Management Action	Requirement	Evidence/Comments	Compliance
Emergency Contacts and Procedures Section 4.3 Table 4.3	Emergency Contact Details	Emergency contact details will be signposted at appropriate locations within the Proposal Area.	For the life of the proposal.	Emergency contact details have been sign posted on site at strategic locations; e.g.; site entry access points, crib rooms, pre-start locations within the Proposal Area.	Compliant
Emergency Contacts and Procedures Section 4.3 Table 4.3	Emergency Procedures	Emergency response procedures will be followed in the event of an emergency/environmental incident.	For the duration of the construction of the proposal.	Should an emergency situation arise within the Development Envelope during construction the Contractors Emergency Response Management Plan shall be enacted.	Compliant
Acid Sulphate Soils Section 5.3.2	Acid Sulphate Soils	An ASS Management Plan will be prepared as part of the contractor's CEMP.	An ASS Management Plan detailing soil management procedures to be undertaken during bridge and embankment construction works will be prepared as part of the contractor's CEMP.	Acid Soil Management Plans have been developed for the bridge construction over the Abba and Ludlow Rivers.	Compliant
Section 5.3.2 Weeds and Phytophthora dieback	Weeds	Declared pest plants (Arum Lily (<i>Zantedeschia aethiopica</i>)) is established around the Sabina and Abba rivers will be controlled.	Any of the Declared pest weed species present near these rivers will be controlled.	Weed control for Declared pest species is conducted as part of on-going verge maintenance.	Compliant

Plan Reference	Aspect	Management Action	Requirement	Evidence/Comments	Compliance
Proposed environmental monitoring Table 6-3 Section 6.2	Avoid indirect impacts to the Vasse-Wonnerup System	Presence of erosion or sedimentation at or near to the Sabina, Abba or Ludlow Rivers.	Visual inspection: during construction: Post each clearing event near rivers, daily during bridge construction and opportunistically Post construction: Not applicable.	Inspections (sedimentation and or erosion) were carried out at near the Hutton, Ludlow and Sabina Rivers.	Compliant
Proposed environmental monitoring Table 6-3 Section 6.2	Avoid indirect impacts to the Vasse-Wonnerup System	Presence of erosion or sedimentation at or near to the Sabina, Abba or Ludlow Rivers.	Visual inspection: during construction: Post each clearing event near rivers, daily during bridge construction and opportunistically	Visual inspections have been undertaken in regard to sedimentation and erosion during bridge construction.	Compliant
Proposed environmental monitoring Table 6-3 Section 6.2	Avoid indirect impacts to the Vasse-Wonnerup System	Location of hydrocarbon storage and re-fuelling facilities.	Visual inspection during construction: weekly and opportunistically.	Visual inspections of hydrocarbon areas are included in the Contractors daily Supervisors area/HSE inspections.	Compliant

Plan Reference	Aspect	Management Action	Requirement	Evidence/Comments	Compliance
Proposed environmental monitoring Table 6-3 Section 6.2	Avoid indirect impacts to the Vasse-Wonnerup System	Water quality (only required in the event of a hydrocarbon spill or erosion/sedimentation incident that directly impacts the Sabina, Abba or Ludlow Rivers). Sampling using appropriate water quality meters and/or laboratory analysis. Location: downstream of the impacted bridge site.	During construction: Weekly during bridge construction and three months post- bridge construction, and opportunistically.	Not Applicable No water quality incidents are known to have occurred during the reporting period therefore no monitoring has been triggered.	Not Applicable
Proposed environmental monitoring Table 6-3 Section 6.2	Avoid indirect impacts to the Vasse-Wonnerup System	ASS contamination.	Visual inspection during construction: Daily during bridge construction and opportunistically.	ASS contamination inspections were conducted by the Contractor during bridge construction and as required basis.	Compliant

Plan Reference	Aspect	Management Action	Requirement	Evidence/Comments	Compliance
Proposed environmental monitoring Table 6-3 Section 6.2	Avoid indirect impacts to the Vasse-Wonnerup System	Appropriate management of potential ignition sources and fire response.	Visual inspection during construction: daily and opportunistically.	Fire management measures in regard to reducing potential ignition sources include: • Work area inspections are conducted by the Contractors site Supervisor; • Hot Works Permits; • Hot works permit spotter; • Restricted vehicle movements; • Vehicle and mobile plant pre-starts; • Total Fire Ban notifications and or exemption; • Annual Fire Drill; • Communication of TFB notifications; • Supervisor work area inspections; and • A watercart is on site at all times. Local Government and or FESA Total Fire Ban notifications are communicated to site and implemented as required.	Compliant
Environmental auditing Section 7.1 Table 7-1	Pre-construction	Review of construction procedures to ensure EMP management / monitoring actions are incorporated within works procedures.	Prior to construction (single event).	The contractors environmental documentation was reviewed prior to construction commencing.	Compliant

Plan Reference	Aspect	Management Action	Requirement	Evidence/Comments	Compliance
Environmental auditing Section 7.1 Table 7-1	Construction Construction	Inspections by site environmental personnel to identify compliance with EMP.	Periodic (generally weekly).	The Contractor conducts regular site Supervisors inspections (Daily Work Area Inspection (FO4674).	Compliant
		Independent 'third-party' audit for assessment of compliance with EMP.	Annually. (once per calendar year).	A third party contractor was engaged to assess compliance with EMP as part of preparation of annual compliance report for EPBC 2020/8800. No non-compliances recorded, with no direct or indirect impacts on the wetland have been reported.	Compliant
Environmental auditing Section 7.1 Table 7-1	Post construction	Independent 'third-party' audit for assessment of compliance with EMP.	Annually. (once per calendar year for up to 3 years).	Not required at this time. Due for June 2026.	Not Applicable
Environmental review Section 7.2 Table 5-5	Pre-construction, Construction and Post-construction	Review of EMP management and monitoring actions. Review of opportunities for an improvement in environmental performance. Revise EMP (if appropriate) and seek approval of DAWE for revised EMP.	Annually. (once per calendar year).	Pre-construction Environmental Review of EMP. The Vasse Wonnerup environmental Management Plan was reviewed in December 2024; no changes were recommended at this time.	Compliant

Plan Reference	Aspect	Management Action	Requirement	Evidence/Comments	Compliance
Data management Section 7.3	Document management	Main Roads will maintain records on the implementation of this EMP in accordance with Main Roads corporate standard document control procedures.	The retention of records held by Main Roads will be maintained and managed in accordance with the Western Australian State Records Act 2000 (WA).	Main Roads utilises a document management system (TRIM) that provides a unique document identification number to each entry into the system. The Project's documents are managed within this document control system.	Compliant
External communications Section 7.4	External communications	Main Roads and / or its Contractors will maintain a register of communications.	Main Roads and / or its Contractors will maintain a register of communications (including any public concerns / complaints) for the Proposal.	Main Roads has a document management system (TRIM) that provides a unique document identification number to each entry into the system. External communications are managed and recorded in this document control system.	Compliant

Appendix C: Supporting Documentation

Not required