

Rural And Regional Affairs And Transport

QUESTION ON NOTICE

Budget Estimates 2022 - 2023

Infrastructure, Transport, Regional Development and Communications

Committee Question Number: 76

Departmental Question Number: SQ22-000445

Division/Agency Name: Domestic Aviation and Reform Division

Hansard Reference: Written (14 April 2022)

Topic: 2007 MDP/EIS validity and extension

Senator Larissa Waters asked:

- Please table the original 2007 conditions that were attached to the runway development for both the MDP under the Airports Act and the EIS under the EPBC Act and associated legislation.
- Please list any variations or amendments applied for and / or approved to the MDP after its original 2007 approval?
- Was the MDP/EIS's validity period extended at any time after its original 2007 approval? If so, why? What assessment occurred to justify an extension? Who approved the extension?

Answer:

- The requested documents are attached as follows:
Attachment A - Decision on controlled action – EPBC – 2007 09 13 and
Attachment B - Conditions of Approval NPR MDP 2007
- A Minor Variation to the New Parallel Runway Project Major Development Plan was approved by the then-Minsiter for Infrastrucutre and Transport, the Hon Anthony Albanese MP, on 8 February 2011 under section 95(2) of the *Airports Act 1996*.

The variation related to a realignment of the Kedron Brook Floodway Drain.

- No.



DECISION ON CONTROLLED ACTION – approved subject to conditions

BRISBANE AIRPORT NEW PARALLEL RUNWAY (EPBC 2005/2095)

This decision is made under Sections 133(1) of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

Proposed action

proposed action To develop a new parallel runway and associated works and activities, Brisbane Airport, Queensland

Decision on proposed action: Approved subject to conditions

decision The proposed action is approved provided it is undertaken in accordance with the conditions set out in this decision

period of approval This approval has effect until 1 July 2096.

person granted approval Brisbane Airport Corporation Pty Ltd

Person authorised to make decision

name and position MALCOLM BLIGH TURNBULL
Minister for the Environment and Water Resources

signature 

date of decision 13 September 2007

Controlling provisions

relevant controlling provisions	This approval has effect for the following controlling provisions: <ul style="list-style-type: none">• Wetlands of international importance (sections 16 & 17B)• Listed threatened species and communities (sections 18 & 18A)• Listed migratory species (sections 20 & 20A)• Commonwealth land (section 26 & 27A)
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DECISION ON CONTROLLED ACTION – approved subject to conditions

BRISBANE AIRPORT NEW PARALLEL RUNWAY (EPBC 2005/2095)

Conditions

The following conditions apply to the approval of the proposed action:

- 1) The person taking the action must maintain the Biodiversity Zones, as shown in Annexure 1, for conservation for the term of the lease the person has with the Commonwealth for the airport site. Should the person taking the action exercise an option to renew the lease with the Commonwealth, the Biodiversity Zone must continue to be conserved for that further lease period.
- 2) The person taking the action must prepare and submit to the Department for approval, a Biodiversity Management Strategy, to manage the Biodiversity Zones mentioned in Condition 1. The Strategy must address the following matters:
 - a. Identify the biodiversity elements in and adjacent to the zone and outline a management strategy of how these elements are to be maintained or enhanced;
 - b. Integrated management of the zone with adjacent Kedron Brook Floodway land owned by the Brisbane City Council;
 - c. Research into steps required to maintain and enhance the biodiversity elements of the zone for the matters mentioned under 2. a. above;
 - d. Implementation of recommended outcomes from research undertaken in paragraph 2. c. above;
 - e. Planting and management of mangroves and other native vegetation within the zone; and
 - f. Monitoring of the effectiveness of the environmental management initiatives incorporating monitoring of particular species and the health and extent of particular habitat types.

Construction cannot commence until the Biodiversity Zones Management Strategy is approved. The approved plan must be implemented.

- 3) The person taking the action must provide an alternative nest site in the vicinity of the Brisbane Airport consistent with aircraft safety and in accordance with the approved Biodiversity Management Strategy, for the current resident pair of the listed migratory species, the White-bellied Sea Eagle. The new nest site, to be developed in consultation with relevant experts and land owners, is to be prepared prior to the removal of the current nest site as part of the New Parallel Runway development works.
- 4) The person taking the action will submit a Community Funding Plan to the Department for approval which outlines funding for the development and implementation or extension of a community based volunteer ecological monitoring program. The Community Funding Plan, developed in consultation between the person taking the action and the funded party, will address the following:
 - a. monitoring program objectives;
 - b. the general program methodology;
 - c. data storage and reporting; and
 - d. milestone and review processes.

The community based volunteer ecological monitoring program will involve the following matters:

- a. Seagrass Monitoring Programme - Extension of an existing seagrass monitoring program through the establishment of additional monitoring sites within the vicinity of the dredge footprint and to occur every four months from establishment at Middle Banks, Moreton Bay. The funding for the extension of the Seagrass Monitoring Program will be \$20,000 per year for three (3) years; and
- b. Mangrove and Saltmarsh Monitoring Programme – Establishment of monitoring sites for health and species distribution adjacent to Brisbane Airport (particularly Bramble Bay, Kedron Brook and associated waterways, and the Nudgee Beach foreshore) in consultation with relevant research

groups. The funding of the Mangrove/Saltmarsh Monitoring Program will be \$60,000 per year for three (3) years.

The Community Funding Plan is to be submitted to the Department not less than 90 days before construction is due to commence.

- 5) The person taking the action must submit to the Department for approval a Research Monitoring Plan designed to understand the level of impact, if any, the construction of the project is having on the receiving environment and the Moreton Bay Ramsar wetlands adjacent to the Brisbane Airport. The Research Monitoring Plan will include monitoring of ecological health indicators for water quality, sediment makeup and shorebirds and will be based on the water quality and shorebird monitoring outlined in the Environmental Management Framework of the EIS/MDP and Supplementary Report for the project.

The Research Monitoring Plan will include:

- a. Consultation with relevant experts and the Department; and
- b. The location of at least two (2) monitoring sites from Jackson's Creek to Serpentine Inlet and at least one other site in consultation with the Department.

The Research Monitoring Plan is to be submitted not less than 90 days before construction is due to commence. Implementation of the Plan must commence not less than 60 days before construction is due to commence and continue for a minimum of two (2) years.

- 6) Prior to commencing construction, the person taking the action must submit details to the Department of the commitments to increase environmental education through a funding contribution towards the expansion of educational facilities at the Nudgee Beach Environmental Education Centre. The funding is to be \$300,000.
- 7) If the person taking the action wishes to carry out any activity other than in accordance with the plan or strategy required under conditions 2, 4, and 5 the person taking the action must submit for the Department's approval a request for revision of the plan. If the Department approves the revised plan or strategy as submitted, the person taking the action must implement that plan or strategy instead of any plan or strategy previously approved.
- 8) If the Minister believes that it is necessary or desirable for the better protection of the environment, the Minister may request the person taking the action to make specific revisions to the plan or strategy approved under conditions 2, 4, and 5 for a period of three (3) years. The person undertaking the action must submit the revised plans for the Department's approval. The person taking the action must comply with any such request. If the Department approves a revised plan or strategy pursuant to this condition, the person taking the action must implement that plan or strategy instead of the plan or strategy previously approved.
- 9) If, at any time after five (5) years from the date of this approval, the Minister notifies the person taking the action in writing that the Minister is not satisfied that there has been commencement of the New Parallel Runway development at Brisbane Airport, the action must not thereafter be commenced without written agreement of the Minister.

DEFINITIONS

In this document, unless a contrary intention appears, the terms below have the meanings given to them:

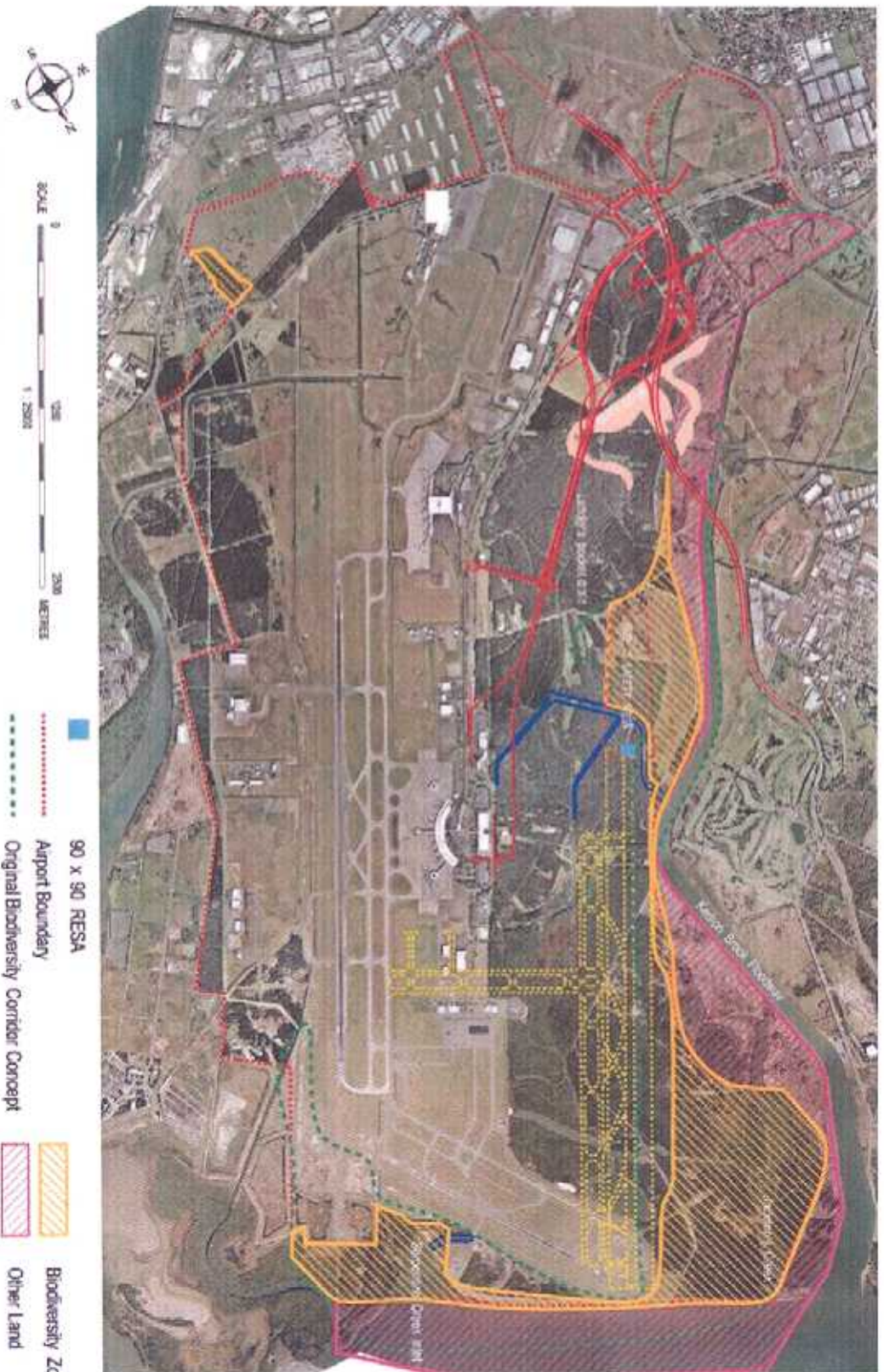
Construction means all work but does not include survey, acquisitions, fencing, test drilling/test excavations, building/road dilapidation surveys, minor clearing (except where endangered ecological communities or threatened flora or fauna species would be affected), establishing site compounds (in locations meeting the criteria of the Conditions of Approval), or other activities that will have a minimal environmental impact (e.g. minor access roads, minor adjustments to services/utilities etc).

Department - The Australian Government Department currently known as the Department of the Environment and Water Resources, or whatever the Department that administers this approval is thereafter called.

Minister – The Minister of the Department of the Environment and Water Resources, or whatever the Department that administers this approval is thereafter called.



ANNEXURE 1 Brisbane Airport Biodiversity Zones (Yellow cross hatch)



Draft Major Development Plan
New Parallel Runway, Brisbane Airport
(Brisbane Airport Corporation)

Conditions of Ministerial Approval

DEFINITIONS

In this document, unless a contrary intention appears, the terms below have the meanings given to them:

ABC means an Airport Building Controller appointed by the Secretary of the Department (or his delegate) under the Act.

Act means the *Airports Act 1996* as amended from time-to-time.

Airport means Brisbane Airport as defined in the *Airports Regulations 1997* as amended from time to time.

AEO means an Airport Environment Officer appointed by the Secretary of the Department of (or his delegate) under the Act.

AEPR means the *Airport (Environment Protection) Regulations 1997* as amended from time to time.

Airservices Australia (Airservices) means the aeronautical services provider for Brisbane Airport

ARFF means the Aviation Rescue and Fire Fighting Services at Brisbane Airport.

BAC means Brisbane Airport Corporation Pty Ltd and includes any future Airport Lessee Company for Brisbane Airport.

Building activity has the meaning given in section 98 of the Act.

Civil Aviation Safety Authority (CASA) means the agency with responsibility for the *Civil Aviation Safety Regulations 1998* as amended from time to time.

CEMP means the Construction Environmental Management Plan for the Development.

the Department means the Department administering the Act from time to time and at the time of Ministerial approval is the Department of Transport and Regional Services.

Development means the New Parallel Runway to be carried out in accordance with the MDP approved by the Minister for Transport and Regional Services.

DEW means the Department administering the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) from time to time and at the time of Ministerial approval means the Department of the Environment and Water Resources.

EIS means an Environment Impact Statement as defined in the EPBC Act as amended from time to time.

Minister means the Minister responsible for the Act.

MDP means the Major Development Plan for the construction of the New Parallel Runway approved by the Minister for Transport and Regional Services on [date].

NPR means the new parallel runway.

N70 data means the noise descriptor which represents the number of aircraft fly-over noise events exceeding 70 decibels and referred to in the Department's discussion paper *Expanding Ways to Describe and Assess Aircraft Noise* published in 2000.

CONDITIONS

- 1) BAC must implement and comply with each undertaking or commitment relating to the construction of the New Parallel Runway, made by or on behalf of them, in the draft MDP lodged with the Minister on 11 April 2007 and Supplementary Report provided to the Department on 18 May 2007. In the event of any inconsistency between the undertakings and commitments made by BAC in the MDP and the conditions contained in this document, the conditions in this document shall prevail to the extent of that inconsistency.

Conditions about the environment

- 2) BAC must prepare and implement a CEMP to be approved by the AEO, prior to commencement of building activity, as defined in s98 of the Act. The CEMP must include, but is not limited to, all of the following:
 - a) a Waste Management Plan;
 - b) a Sediment and Erosion Management Plan;
 - c) an Acid Sulfate Soil Management Plan;
 - d) a Contaminated Land Management Plan which incorporates further investigation and assessment of contaminated sites 11, 20, 23, and the car rental tenancy locations. Should the AEO deem that building activity is occurring on or near site 26 then further investigation and assessment of that site will also be required. Such investigation and assessment must be done in accordance with the relevant statutory requirements and industry guidelines. Where investigations identify contamination and the site/s requires remediation, such remediation must also be done in accordance with the relevant statutory requirements and industry guidelines;
 - e) a Flora and Fauna Management Plan. The management plan is to be developed in consultation with DEW, the AEO and other relevant state authorities such as the Queensland Department of Primary Industries and Fisheries and the Queensland Environmental Protection Agency, and include such matters as:
 - i) measures to ensure that the integrity of conservation areas, outlined in the Airports Environment Strategy, are maintained both during the construction and operational phase of the proposed development;
 - ii) plans (i.e. maps/diagrams) showing the terrestrial and aquatic vegetation communities, important flora and fauna habitat areas, locations where threatened species, populations or ecological communities were recorded and areas to be cleared. The plans must also identify vegetation adjoining the proposed works where this contains important habitat areas and/or threatened species, populations or ecological communities;
 - iii) actions and methods to manage impacts on flora and fauna species (terrestrial and aquatic) and their habitat which may be directly or indirectly affected by the proposed works. These must include:
 - (1) procedures for vegetation clearing, soil management and managing other habitat damage (terrestrial and aquatic) during construction;
 - (2) methods to protect vegetation both retained within, and also adjoining, the proposed works from damage during construction;
 - (3) details of the compensatory nesting habitat for the listed migratory species, the White-bellied Sea-eagle;

- (4) methods to minimise damage to aquatic habitats; and
 - (5) performance criteria against which to measure the success of the methods.
- iv) rehabilitation details including:
- (1) identification of endemic species to be used in rehabilitation and landscaping works, including flora species suitable as a food resource for threatened fauna species;
 - (2) methods to remediate affected aquatic habitats or fish passages;
 - (3) methods to re-use topsoil (and where relevant subsoils) and cleared vegetation;
 - (4) measures for the management and maintenance of all preserved, planted and rehabilitated vegetation (including aquatic vegetation);
 - (5) measures to ensure areas near Juno Point, which will be cleared of mangroves and saltmarsh, is rehabilitated following completion of the dredge pump-out activity. This is to be undertaken in consultation with the AEO, DEW and relevant state authorities such as the Queensland Department of Primary Industries and Fisheries; and
 - (6) measures to maintain, rehabilitate and enhance terrestrial and aquatic communities on airport land particularly areas identified within the biodiversity zones. This is to be undertaken in consultation with the AEO, DEW and relevant state authorities. Endemic flora species, which are suitable for foraging by listed threatened and migratory species, are to be used where appropriate.
- v) a Weed Management Plan;
- vi) a program for reporting on the effectiveness of terrestrial and aquatic flora and fauna management measures, including:
- (1) the assessment and monitoring of the ecological health of the remaining Jackson's Creek mangrove system for the duration of the construction period, with particular emphasis on the combined impact of infilling of part of the system and the longshore transport of sediment towards the mouth of Jackson's Creek;
 - (2) the monitoring of the ecological health of the Serpentine Inlet community for the duration of the construction period; and
 - (3) post construction, the monitoring of the ecological health of the remaining Jackson's Creek mangrove system and Serpentine Inlet community is to be incorporated into BAC's Biodiversity Management Strategy; and
 - (4) provision to review management methods where the measures are found to be ineffective.
- f) a Water Quality Management Plan must be developed in consultation with the AEO, DEW and Queensland Environmental Protection Agency. The Water Quality Management Plan is to be approved by the AEO and DEW, prior to the commencement of building activity. This Plan must be implemented for a minimum of 5 years after the completion of building activity. The Plan is to include but is not limited to:
- i) monitoring of waters flowing onto the airport, flowing off the airport and into the receiving environments. The program must be undertaken before, during and at least five years after building activity is completed. The program must specify the

- parameters to be monitored, response thresholds as outlined in the MDP/EIS and having regard to acceptable limits as defined in the Airport (Environment Protection) Regulations 1997 (AEPR), and the response activities. Monitoring results are to be submitted to the AEO by the last business day of each month;
- ii) an outline of how monitoring of post-building activity on airport will be incorporated into the water quality monitoring program conducted under the Brisbane Airport Environment Strategy;
 - iii) finalisation of the supernatant discharge quality limits, particularly for suspended solids, phosphorous and nitrogen, undertaken in consultation with relevant stakeholders;
 - iv) the use of the AEPR accepted limit for further investigation and management of suspended solids in the sediment ponds. Continuous on-line turbidity monitoring of the supernatant discharge is to be undertaken at the discharge points of the sediment ponds and monitoring is to also occur within the Serpentine Inlet Drain and Kedron Brook Floodway Drain located upon airport; and
 - v) the use of silt curtains within the sediment pond/s, including at the inlet to the sediment pond/s, is to be implemented as standard practice;
 - vi) the AEO will review the program 5 years after the completion of the building activity, including whether it is meeting water quality limits outlined in the AEPR, to determine if the monitoring can cease or whether it would be beneficial to extend the monitoring period for a specified period.
 - vii) BAC may apply to the Department to discontinue the monitoring program within the 5 year period if monitoring results demonstrate that there is no continuing impact from the building activity.
- g) a Groundwater Management Plan, including addressing impacts associated with contaminated sites, dewatering and acid sulfate soils;
 - h) a Noise and Vibration Management Plan for the building activity program;
 - i) a Cultural Heritage Management Implementation Plan must be developed incorporating, amongst other matters:
 - i) commitments outlined in the agreed Queensland Cultural Heritage Management Plan;
 - ii) requirements as outlined within the AEPR including emergency measures to be adopted in the event of an unexpected find during construction; and
 - iii) measures to address recording procedures for any sites that may be covered during the reclamation process, or disturbed during building activity or revegetation.

Evidence is to be provided to the AEO that consultation has occurred with all native title claim groups;
 - j) a Dangerous and Hazardous Goods Management Plan;
 - k) a Landscape and Visual Management Plan;
 - l) an Air Quality Management Plan for the building activity program which includes:
 - i) management measures to mitigate against offsite odour, including the design and operational requirements for the asphalt batching plant; and
 - ii) mitigation measures to reduce greenhouse gas emissions.
 - m) a commitment requiring that all employees and contractors of BAC or any other party involved directly in construction works for the New Parallel Runway undergo

environmental induction training, including of site specific and heritage matters, prior to commencement of construction to enable recognition of any potential environmental impacts and cultural material brought to the surface as a result of the works; and

- n) a complaints management system is to be developed and implemented until the operation of the NPR. A report on the detail of all complaints received and any follow up remedial action undertaken is to be provided to the AEO on a monthly basis.
- 3) BAC must continue to undertake all reasonable and practicable measures, in consultation with the Department, to ensure protection of water quality in the receiving environment. If the Department determines that BAC are not meeting the general duty to avoid polluting, as specified under Regulation 4.01 of the AEPR, then BAC must demonstrate compliance with Regulation 4.02.
 - 4) BAC, in consultation with the AEO and DEW, must ensure that the dredge pump out pipeline route to the reclamation site avoids ecologically important areas for wader birds within and adjacent to Juno Point. Where BAC considers the routing of the pipeline needs to go through ecologically important areas, the route must be agreed to by the AEO and DEW, prior to placement of pipeline, including any mitigation measures to minimise impacts.
 - 5) BAC must ensure that the construction of the mooring facility, pipeline and associated infrastructure is removed following completion of the dredge pump-out activity.
 - 6) BAC must develop, prior to the commencement of building activity, measures for any offsite disposal of soils, including acid sulfate soils, to comply with the legislative requirements of the *National Environment Protection Measures (Implementation) Act 1998* including the disposal of contaminated or acid sulfate soils at an appropriate licensed facility by a licensed transporter.
 - 7) Prior to the completion of building activity for the NPR, BAC must review systems and procedures to ensure spill control systems at the airport are adequately designed and maintained.
 - 8) Within 12 months of the approval of this MDP, BAC must develop and implement a Noise Impact Assessment Policy for the development of sites on the airport, to ensure that best practice planning and design measures will be implemented to provide for the protection of sensitive and commercial receptors from excessive noise.
 - 9) BAC is to consult with Queensland Department of Primary Industries and Fisheries, prior to commencement of mangrove clearing and reclamation work, regarding research to be conducted into the impacts from trimming of mangrove species within the NPR site. Details of issues addressed and outcomes of discussions are to be provided to the AEO.

- 10) BAC must submit for the Department's approval a revised version of any plan outlined in the above conditions. If the Department approves such a revised plan, that plan must be implemented in place of the plan as originally approved.
- 11) BAC is to establish a regular AEO/BAC site inspection regime at a frequency agreed to by the Department. Issues and actions arising from these site inspections are to be documented and timeframes identified for the issues to be addressed. Progression against actions is to be identified within the reporting requirement identified in Condition 12.
- 12) BAC must provide to the AEO a Building Activity Compliance Report. This report is to be submitted to the AEO on the last business day of each quarter. This report must include information on:
- a) status of measures to comply with Condition 2;
 - b) the implementation and effectiveness of environmental controls. The assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the plans required under Condition 2;
 - c) environmental monitoring results, presented as a results summary and analysis, with comparison against AEPR scheduled limits;
 - d) the number and details of any complaints, including a summary of main areas of complaint, action taken, response given and intended strategies to reduce recurring complaints;
 - e) details of any review and proposed amendments to the plans required under Condition 2, resulting from construction during the reporting period; and
 - f) any other matter relating to compliance with the conditions of approval or as requested by the AEO and the Department.
- 13) Prior to 30 June 2008, BAC is to participate in a Departmental review of AEO resourcing at Brisbane Airport to ensure the NPR can be satisfactorily regulated within the meaning of the Act, the AEPR and the lease between the Commonwealth and Brisbane Airport Corporation Limited. BAC is to meet the reasonable cost of any required additional AEO resourcing to regulate this Development.

Conditions about consultation with Airservices

- 14) BAC will, as soon as practicable, set up a formal arrangement with Airservices to achieve agreed outcomes that, as a minimum, resolve:
- a) arrangements for air traffic management and runway operations until the operation of the new parallel runway including in relation to:
 - i) the impact of single runway operations following the closure of runway 14/32; and
 - ii) the impact of increased traffic volumes on single runway operations during and following conversion of runway 14/32 into a taxiway;
 - b) the siting of the new fire station;
 - c) ARFF access to various parts of the airport;
 - d) a cost agreement relating to the proposed new fire station;

- e) the temporary accommodation of ARFF vehicles and crew following the closure of the satellite fire station and until a new station is built;
- f) the siting of new noise monitoring terminals to address parallel runway operations which are to be in place at least one year prior to operations commencing on the NPR;
- g) agreed strategies to manage issues associated with Air Traffic Control Tower response times including measures agreed by CASA to ensure the facility continues to meet the safety objectives of the service to be performed; and
- h) measures to ensure the continuity and integrity of communication cables jointly owned by Airservices and BAC.

15) BAC and Airservices are to agree reasonable cost attribution and respective meeting of costs between the parties in relation to all matters referred to in Condition 14.

16) If the parties referred to in Condition 14 are unable to reach agreement with respect to all matters referred to in Condition 15 then they must submit to formal mediation by a qualified mediator agreed to by the parties. The parties will pay the mediator's remuneration in equal shares. Each party will pay its own costs of the mediation.

Conditions about keeping the community informed

17) BAC must, within 28 days of Ministerial approval, provide to the Department a strategy for how it proposes to engage airport users, businesses on the airport and the community as the Development proceeds.

18) The strategy referred to in Condition 17 must, at a minimum:

- a) include measures that will ensure the community is kept informed of the Development as it proceeds and the likely amenity impacts associated with the different phases of construction until the commissioning of the NPR;
- b) include measures that will ensure the community is kept informed of aircraft noise impacts associated with actual and anticipated aircraft operations. These measures must address the following:
 - i) Information on aircraft related noise from existing operations that covers the period from when construction commences, to one year after commissioning of the NPR. Such information is to include growth in aircraft movements and how this relates to the forecasts in the draft MDP, changes as a result of the introduction of new generation aircraft, changes to any air traffic control departure and arrival procedures, and any changes due to the closure of the cross runway during the NPR construction; and
 - ii) A community awareness program, to commence at least one year prior to operations commencing on the NPR, that includes, as a minimum, information on the airport operating plan as approved by CASA, 70 decibel noise contour (N70) data and flight path information all to a similar level of details that in Volume D of the draft MDP.

- 19) The measures referred to in Condition 17 must include information easily accessible by the community on the BAC website. In particular the website must include, but should not be limited to, the information referred to in condition 18(b)(i) and (ii).
- 20) At least 6 months prior to commencement of operations on the NPR, BAC must advise the Department of a strategy outlining how BAC propose to provide the community with transparent aircraft noise information associated with parallel runway operations on an ongoing basis.
- 21) BAC must implement the strategy referred to in Conditions 17 and 20.

Conditions relating to the effect of construction on airport operations and air navigation

- 22) BAC must ensure that the construction does not prejudice the safety of continuing aircraft operations during the construction period including ensuring that it and its contractors do not compromise the integrity of existing navigational aids or aircraft operational systems, including Airservices systems.

Conditions relating to completion of the NPR

- 23) BAC must complete the Development within 13 years of the date of Ministerial approval.
- 24) Before the end of the period specified in Condition 23, BAC may apply in writing to the Minister to extend the period specified in Condition 23.

Conditions about providing information to the Minister and the Department

- 25) BAC will make all reasonable efforts to provide timely information as requested by the AEO, ABC or the Department relating to this Development and compliance with these conditions within the time requested. Unless otherwise requested, information provided by BAC shall be in an electronic format.
- 26) BAC will provide, on each anniversary of the date of Ministerial approval and within 28 days of the commissioning of the NPR, a status report to the Minister. The report must include:
- a) a general overview on progress with the Development including information on milestones achieved against each design element referred to on pages 25-27 of the draft MDP document referred to as the *Summary of Major Findings*. This should include a summary of:
 - i) contracts entered into;
 - ii) authorisations sought and received; and
 - iii) difficulties encountered and how such difficulties were overcome.
 - b) details of any delays to the Development experienced and reasons for such delays and their impact on the overall Development;

- c) details of any anticipated delays to the Development and reasons for such delays and their potential impact on the overall Development;
- d) milestones achieved against the strategy referred to in Condition 17;
- e) a written certificate signed by the Chief Executive Officer on the compliance with the above conditions of approval of the draft MDP. Where instances of non-compliance have occurred, the certificate must detail these instances and the measures taken or proposed to ensure compliance.