

## APPENDIX 2: Responses to ExQ1

| ExQ1     | Question  | AIPUTs Response  |
|----------|---|--|
| GEN 1.14 | <p><b>Mitigation Route Map</b></p> <p>According to paragraph 1.1.3 of the Mitigation Route Map [APP-078], the document is submitted for information only. [Note that after paragraph 1.1.5 the numbering sequence begins again.] Why is the Mitigation Route Map not proposed to be a certified document when it identifies all of the mitigation which the Applicant is committed to?</p>  | <p>AIPUT would request that the Mitigation Route Map be made a certified document. Motion (on behalf of AIPUT) previously raised concerns with the lack of incentive for GAL to achieve their mitigation proposals, particularly in relation to sustainable transport and mode split targets. The certification of the Mitigation Route Map would assist in identifying and securing appropriate mitigation for the Northern Runway Project.</p> |
| DCO.1.42 | <p><b>Approach to Tracking Mitigation</b></p> <p>The Mitigation Route Map [APP-078] has been prepared to demonstrate that all necessary controls, mitigation and commitments of enhancement have been identified and secured. Why is the Mitigation Route Map submitted for information only?</p> <p>Would it be more effective for IPs for the Mitigation Route Map to be developed as Register of Environmental Actions and Commitments to track progress of the commitments and record outcomes and evidence of the actions taken, as well as recording and addressing any additional environmental issues that arise during construction?</p> | <p>As stated previously, AIPUT would request that the Mitigation Route Map be made a certified document. This will ensure that necessary controls, mitigation and commitments of enhancement are identified, secured and improved throughout the examination. Moreover, this will assist in the development of effective monitoring and enforcement mechanisms to established for the operation of Northern Runway Project.</p>                  |