GATEWAY CONNECT JV (GCJV)

Gateway to Bruce Upgrade (G2BU) Project:

Annual Sustainability Performance Report FY2025-2026



Document Approval

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1. About this Report

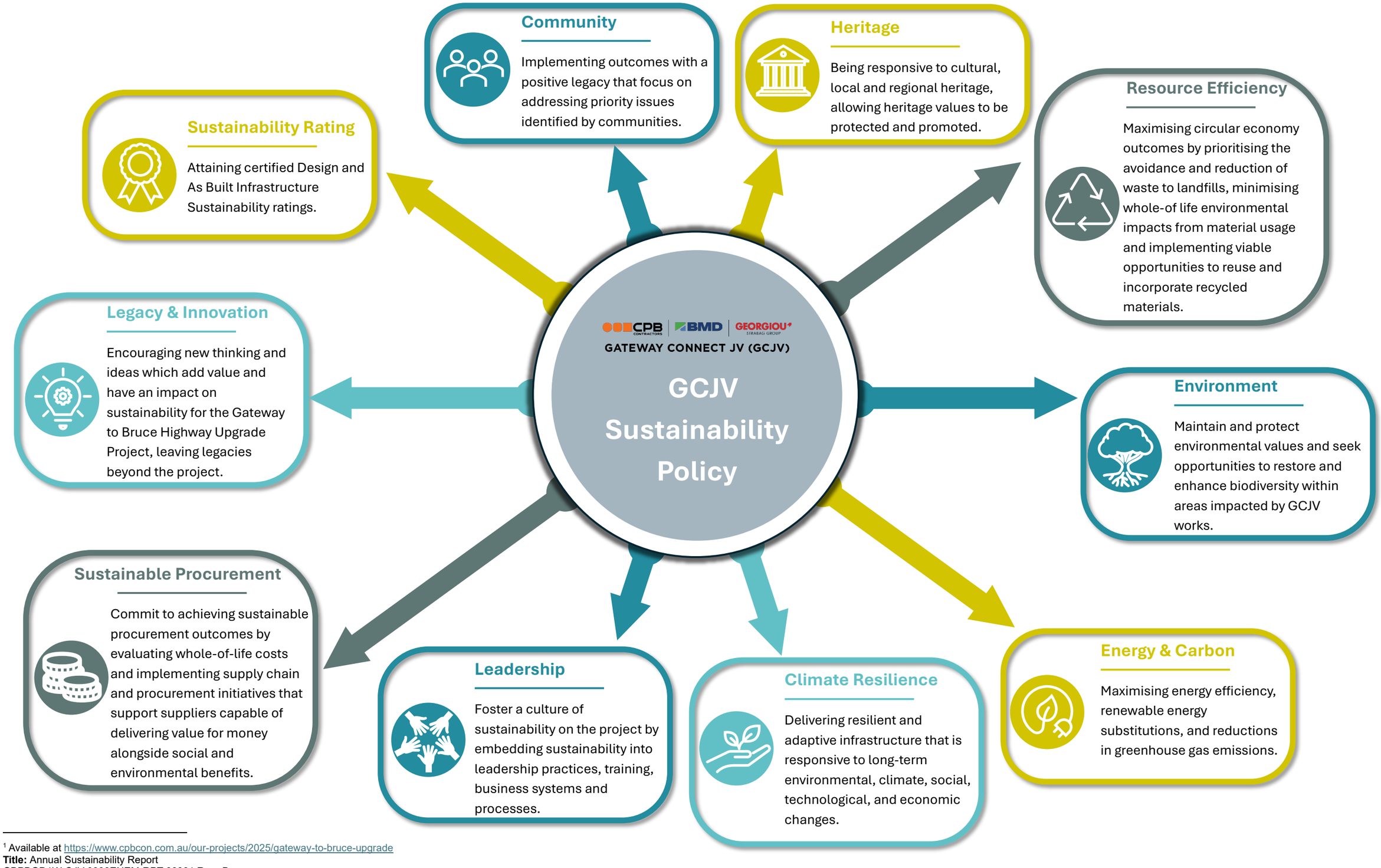
This Annual Sustainability Performance Report outlines Gateway to Bruce Upgrade (G2BU) project's sustainability approach, performance and achievements for the period 1 July 2025 to 30 June 2026 (hereafter referred to as FY25-26). While this will be referred to as FY25-26 throughout this report, contract activities commenced following contract award on 30 October 2025, and this report does not report data prior to 30 October 2025. As the project's inaugural report, it introduces G2BU's sustainability framework, governance arrangements, key commitments and performance against established sustainability objectives and targets. The report provides stakeholders with a transparent overview of how sustainability considerations have been integrated into project planning, design development and early delivery activities throughout the reporting period.

2. About Gateway to Bruce Highway Upgrade

The G2BU Project includes the design and construction of eleven (11) primary items across a 6.38km corridor of the Gateway Motorway and surrounding ancillary roads, from the Pine River bridge to Bracken Ridge. With the Gateway Motorway forming a key piece of Brisbane's wider road network, the G2BU Project plays a critical role in shaping the future of upgrading commuting and travel connections for Brisbane's north.

3. Our Approach to Sustainability

GCJV has developed a project-specific sustainability policy and project-specific sustainability targets linking to each policy objective, which is available publicly as of April 2026..[1]



[1] Available at https://www.cpbcon.com.au/our-projects/2025/gateway-to-bruce-upgrade

4. Policy and Targets Performance Update

The Gateway to Bruce Upgrade (G2BU) project was awarded to Gateway Connect Joint Venture (GCJV) on 30 October 2025. As at the end of June 2026, project design had progressed to 49% completion.

Site investigations commenced during the reporting period and remained ongoing to support the next stages of design development. Early procurement activities began in January 2026, with approximately 30% of planned procurement packages awarded by the end of the financial year.

The following section provides a performance update for FY25-26 against GCJV's sustainability policy and targets.

a) G2BU Sustainability Performance FY25-26

Target on track	Target at risk: monitoring required	Target not on track: intervention actions required	Target achieved	Target not achieved

Theme and Policy Statement	Targets		Status and Performance Update
Community	Implementing outcomes with a positive legacy that focus on addressing priority issues identified by communities.	1 Stakeholder inputs have contributed to positive outcomes for at least three priority issues.	GCJV and TMR continued to engage with stakeholders throughout FY25–26 to identify and respond to community priorities associated with the G2BU project. Stakeholder priority issues have been identified through TMR stakeholder engagement to-date, and include: ▪ Property Impacts ▪ Changes to the neighbourhood ▪ Improving accessibility and local connections ▪ Minimising noise impacts ▪ Impacts to the surrounding environment ▪ Maintaining local neighbourhood facilities An example of a positive contribution to minimising noise impacts has been to ensure the community has been involved in the design of the Rainwood Street Noise Wall.
		2 Measures to positively contribute to community health and wellbeing for two priority issues that foster community health and wellbeing are identified, implemented, and monitored.	Opportunities to positively contribute to community health and wellbeing continue to be identified and tracked using the established Sustainability Innovation and Initiative Opportunities Register. As at end of June 2026, the design complies with all accessibility requirements. All shared paths have landings, rest areas, rest stops and shade trees. Crime Prevention Through Environmental Design (CPTED) requirements, as well as Safety in Design requirements, are being considered in every design package.
Heritage	Being responsive to cultural, local and regional heritage, allowing heritage values to be protected and promoted.	1 At least one opportunity for enhancing Indigenous or historic heritage cultural aspects to be incorporated into the design, and at least one opportunity during construction.	Opportunities to promote and enhance heritage values will be ongoing through design and construction and tracked using the established Sustainability Innovation and Initiative Opportunities Register. Such opportunities are being identified and pursued as part of TMR's Indigenous Participation Plan.
Resource Efficiency	Maximising circular economy outcomes by prioritising the avoidance and reduction of waste to landfills, minimising whole-of-life environmental impacts from material usage and implementing viable opportunities to reuse and incorporate recycled materials.	1 Achieve a minimum diversion from landfill of: ▪ 80% for clean and inert spoil; ▪ 50% for inert and non-hazardous waste; ▪ 40% diversion for office waste.	The Environmental Management Plan – Construction Waste Management Sub-Plan is currently undergoing TMR approvals. Approximate waste quantities, types, and management strategies will be included in this plan. Waste collection and tracking for early works has commenced. To-date, with only early geotechnical investigation works having commenced, the project has: ▪ Disposed of 63.4tonnes of PFAS Regulated Liquid Waste for treatment ▪ Sent 15.17 tonnes of drilling mud to recycling facilities for recovery ▪ Disposed of 4kL of Septic Waste for treatment ▪ Reused 230.9m^3 of spoil to reinstate test pitting and boreholes. To ensure that circular outcomes are considered from a whole-of-life perspective, the project is developing a Deconstruction Plan as part of the design to maximise recovery of components at end-of-life.
		2 Achieve a 5% reduction in lifecycle environmental impact of materials incorporated on the project compared to a base case design.	G2BU will be adopting the IS Rating Materials Calculator as the Life Cycle Assessment tool, which assesses materials life cycle impacts from raw material extraction, through manufacturing, and includes transportation to the G2BU sites. Projections against this target are not yet available. G2BU has developed the draft Base Case proposal form, in line with IS Rating requirements. This base case, which requires verification as part of the IS Rating. Business-As-Usual (BAU)Assumptions, developed through this process, informs how reductions are justified and calculated. Opportunities to reduce embodied material impacts will be ongoing through design and construction and tracked using the established Sustainability Innovation and Initiative Opportunities Register. Until the Base Case proposal and BAU Assumptions Register have been verified, initiatives already implemented cannot be confirmed reductions. In the FY25-26 financial year, 16 initiatives have been or are being investigated that have the potential to support this target. Examples expected to proceed include: • SENSE600 steel, which has less material and more recycled content than traditional steel • High SCM concrete, where possible within TMR's standards • Recycled Asphalt Pavement (RAP) within asphalt Beyond these initiatives, value engineering and design optimisations are ongoing, which are also reducing overall material quantities. This includes value engineering which took place during the tender phase of the project.
Environment	Maintain and protect environmental values and seek opportunities to restore and enhance biodiversity within areas impacted by GCJV works.	1 Adhere to noise criteria in TMR's Transport Noise Management Code of Practice.	The Noise and Vibration Assessment has been developed in accordance with the TMR Transport Noise Management Code of Practice. This will provide baseline monitoring details and an avenue to assess necessary scope and scale of mitigations through design and construction that will be required to adhere to TMR's noise criteria.
		2 Minimise adverse impacts to receiving water environmental values.	Water quality monitoring is being undertaken to inform the assessment of potential project impacts against the established water quality objectives. The water quality monitoring plan for construction works, currently undergoing approvals, includes monitoring for discharges and appropriate monitoring intervals.

Target on track | Target at risk: monitoring required | Target not on track: intervention actions required | Target achieved | Target not achieved

Theme and Policy Statement		Targets		Status and Performance Update
				Lighting has been designed to minimise impacts on nocturnal fauna, including avoiding light spill into wetland areas through appropriate light positioning and shielding. These measures have been incorporated into the lighting and environmental design reports. Native wetland species have been incorporated into the revegetation approach through hydroseeding and tube-stock planting to support vegetation establishment and reduce weed colonisation. The approach has been incorporated into the design drawings.
		3	Ecological value and habitat connectivity is maintained.	A Matters of National Environmental Significance (MNES) Assessment has been undertaken, and TMR's offset management plan developed. Opportunities for maintaining the ecological value and habitat connectivity include: • Fauna connectivity measures have been incorporated into the design, including a new fauna underpass under the Gateway Motorway at Bald hills Creek - aiming to improve the north-south connectivity from Tinchi Tamba Wetlands to vegetation on the southern side of the Gateway Motorway • Provide arboreal fauna furniture on the eastern abutment of the Bald Hills Creek bridge, including log rails and fauna refuge poles • New fauna underpass under the Gateway Motorway/Bruce Highway Interchange aiming to improve the east-west connectivity between Tinchi Tamba Wetlands and Barungwarra Reserve • Incorporating fauna exclusion fencing to guide fauna to designated safe fauna movement solutions. • Koala food trees and grey-headed flying fox food trees have been incorporated into the landscaping design to support habitat values. • Habitat trees, hollows and logs are being retained/reused for fauna habitat, with 30 nest boxes incorporated into the design.
Energy & Carbon	Maximising energy efficiency, renewable energy substitutions, and reductions in greenhouse gas emissions.	1	15% reduction in GHG emissions compared to a base case design.	G2BU will be modelling greenhouse gas (GHG) emissions from construction and operational phase energy for all aspects within the project scope, including land clearing. Projections against this target are not yet available. The project has developed the draft Base Case proposal form, in line with IS Rating requirements. This base case, which requires verification as part of the IS Rating. Business-As-Usual (BAU) Assumptions, developed as part of this process, informs how reductions can be justified and calculated. Including Scope 1 and Scope 2 energy emissions, and excluding Scope 3 energy emissions, across design and construction have been proposed to be assessed within this Base Case proposal. Opportunities to reduce energy-related GHG emissions will be ongoing through design and construction and tracked using the established Sustainability Innovation and Initiative Opportunities Register. Until the Base Case proposal and BAU Assumptions Register have been verified, initiatives already implemented cannot be confirmed reductions. In the FY25-26 financial year, 24 initiatives have been or are being investigated that have the potential to support this target. Examples that are expected to proceed include: • The main site compound during construction will be compliant with RCLG Responsible Construction Leadership Group requirements – including high efficiency air-conditioning, and insulation, both of which are expected to reduce energy demand. • Use of solar powered DAMSTRA units during construction • Extra low voltage traffic signals
		2	20% renewable energy substitution across design, construction, and operations.	Renewable energy substitution across design, construction and operations will be quantified as part of the energy modelling process noted above. Projections against this target are not yet available. A Renewable Energy Opportunities Report has been drafted internally, which comprehensively assesses opportunities to use renewable energy through construction and operations. Opportunities to substitute for renewable energy will be ongoing through design and construction and tracked using the established Sustainability Innovation and Initiative Opportunities Register. Until the Base Case proposal and BAU Assumptions Register have been verified, initiatives already implemented cannot be confirmed substitutions, nor can G2BU claim credit for renewable energy substitutions made by the Queensland Government as part of the broader decarbonisation strategy. A proceeding initiative for construction is that the main site compound will have solar panels spanning the roof of the compound.
Climate Resilience	Delivering resilient and adaptive infrastructure that is responsive to long-term environmental, climate, social, technological, and economic changes.	1	A minimum of 50% of all medium, high, and extreme priority climate change risks identified are to be assessed and have appropriate measures implemented, with all high and extreme risks treated.	G2BU is committed to taking effective action on climate change. A Climate Change and Natural Hazard Risk Assessment (CCNHRA) Workshop was completed in April 2026. Risks identified from this workshop are filtered down through the design of the project, to individual design packages. A methodology to incorporate stakeholder involvement is being developed, to ensure thorough identification of climate change risks. In line with TMR requirements, the project has adopted a high-carbon trajectory (RCP 8.5) for climate change model projections. This means that the design considers the impacts of climate change in a high-emissions scenario, including assessment of the optimal timing and scale of proposed adaptations, helping to futureproof the project.

Target on track | Target at risk: monitoring required | Target not on track: intervention actions required | Target achieved | Target not achieved

Theme and Policy Statement		Targets		Status and Performance Update
Leadership	Foster a culture of sustainability on the project by embedding sustainability into leadership practices, training, business systems and processes.	1	An independent sustainability professional has been engaged to monitor and review sustainability performance - at least quarterly during design and at least six monthly for the construction phase.	Circulr has been appointed to provide G2BU's independent sustainability professional monitoring and review throughout design and construction. The first review from Circulr was undertaken in April 2026, and the second is scheduled for July 2026.
		2	At least one lunch and learn or similar sharing knowledge from outside the project to inside the project	Opportunities for lunch and learns, or similar knowledge sharing, from outside the project to inside the project, will be identified and actioned throughout design and construction. One example has already been completed. Infrabuild was invited to deliver a lunch and learn for the project around its SENSE600 steel product, which has led to the current adoption of SENSE600 for the project. This knowledge share was conducted in May 2026. Whilst this example demonstrates completion of the target, GCJV will continue to seek value-adding opportunities for lunch and learns, or similar training, to continue to foster a culture of sustainability.
		3	50% of managers and supervisors on the project are required to undertake the IS Fundamentals Training or similar internally conducted training.	GCJV's approach to embedding sustainability fundamentally requires high level involvement from senior management, and places responsibility for sustainability strategy, approaches, and outcomes on individual disciplines. The monthly Infrastructure Governance Group Meetings involves senior management across both GCJV and TMR, and ensures sustainability remains front-of-mind as part of decision making, with senior managers attending across all disciplines that involve sustainability. The exact training to be rolled out on the project for sustainability is still being assessed.
		4	100% attendance by employees at onboarding induction, with Sustainability as a topic.	The project has inducted 254 personnel within the FY25-26 financial year, of which 100% of these participants reviewed sustainability as a topic during the induction.
		5	Achieve the agreed training targets for the project for new entrant apprentices and trainees.	The training targets are still being developed, which are expected to be in the form of a mandatory minimum hours for new entrant apprentices and trainees. Data capture has already commenced for this, and as at end of June 2026, over 3,300 hours have been worked by new entrants.
		6	At least one health and wellbeing initiative for the workforce is implemented.	Health and wellbeing initiatives for the workforce are currently in the planning stages, as this will occur during the construction phase.
Sustainable Procurement	Commit to achieving sustainable procurement outcomes by evaluating whole-of-life costs and implementing supply chain and procurement initiatives that support suppliers capable of delivering value for money alongside social and environmental benefits.	1	At least one opportunity to innovate has been proposed by the supply chain and has been implemented on the project.	Shortlisted potential subcontractors and suppliers, as part of tender evaluation process, are requested to provide details of their sustainability policy and its implementation and challenged to provide sustainability opportunities through tender. This has been done in a variety of ways in the FY25-26 financial year: • Requested within the scope of works documentation • Targets included (where possible and relevant) within contracts • Requested as specific callouts within the pricing schedules • Discussed with suppliers and subcontractors face-to-face
		2	At least 97% of addressable spend for procurement will be directed to local businesses	In the financial year FY25-26, the project is currently sitting at 99.76% of addressable spend directed to local businesses.
		3	Achieve an Indigenous procurement spend of at least $9.5 million.	In the financial year FY25-26, the project is currently sitting at over $31,000 spent on indigenous procurement.
		4	Evaluation of subcontractors and suppliers is undertaken through a multicriteria analysis (cost and non-cost criteria) which includes sustainability, for 100% of procurement packages considered significant for sustainability.	Sustainability evaluation through procurement occurs through a multicriteria analysis (MCA) process which has a weighting of 30% non-financial criteria. A significance assessment has been performed for all procurement packages, and to-date 100% of the packages shortlisted have undergone this MCA process.
Legacy & Innovation	Encouraging new thinking and ideas which add value and have an impact on sustainability for the Gateway to Bruce Highway Upgrade Project, leaving legacies beyond the project.	1	Achieve at least two verified initiatives under the innovation credit Inn-1	Six prospective innovations have been raised to-date and are currently being investigated for viability. This includes a number of innovation challenges as described below: **Innovation Challenge Trials – IS Rating Credits** – the project is trialling four new credits from the v2.2 IS Rating: Sta-1, Sta-2, Wfs-2, and Wfs-4, and one credit (Lan-4) under IS v1.2. The intent behind adopting these innovation challenges is to provide value-adding feedback on the IS Rating framework that will leave a legacy beyond the project, assisting the continuous improvement process from the IS Council. These innovation challenges collectively make up four prospective innovations.

Target on track | Target at risk: monitoring required | Target not on track: intervention actions required | Target achieved | Target not achieved

Theme and Policy Statement		Targets		Status and Performance Update
Sustainability Rating	Attaining certified Design and As Built Infrastructure Sustainability ratings.	2	At least two ISC Case Studies will be developed during delivery and submitted to ISC to be shared to wider industry. At least one of these must include lessons learnt (‘negative consequences’), and at least one of these must include ‘good practices’.	The current stage of the project is predominantly focussed on investigating initiatives and implementing initiatives wherever viable, and to that end, case studies have yet to be developed. To ensure that the project is encouraging new thinking and ideas, a workshop to brainstorm initiatives relevant to the project was conducted as part of the IS Rating kick-off workshop, which brought together 40 employees across design, construction and operations of the project, which built from the initiatives developed during the tender phase of the project, separated into key policy theme areas for relevance, with the focus on turning initiatives into specific, actionable ideas rather than themes (for example, ‘permanent solar powered lighting’ rather than ‘use solar power’). These initiatives formed the basis of the project’s Innovation and Initiative Opportunity Register, which is a live register that records the relevant status, progress and accountabilities for each initiative. Key initiatives are shortlisted and discussed with senior management monthly, which includes TMR representatives to maximise collaboration.
		1	Achieve an “Excellent” IS Design Rating under v1.2 of the IS Rating Scheme, with a minimum target of 60 points.	Using the IS Rating framework, a nationally recognised accreditation tool, G2BU can measure and verify the sustainability performance of our project against best-practice industry standards. G2BU has developed both a target pathway to “Excellent” and a stretch pathway of “Leading”, seeking to exceed contractual requirements (which mandate a minimum target of 60 points, and an “Excellent” Rating). GCJV has developed an approved project minimum target to submit over 70 points, and an approved stretch to submit over 90 points. Once submitted, these will undergo third party verification, and for this reason, outcomes cannot be guaranteed until verification has been completed. G2BU successfully held an IS Rating kick-off workshop in February 2026, with the Weightings Assessment – a means to assess the materiality of a comprehensive number of sustainability themes relevant to the project – is on track to be submitted to the IS Council for verification in early July. The Base Case Proposal is under development. A pathway to the Design Submission has been developed. This is intended to ensure that strategies of credits, and approaches within credit summary forms, have been reviewed and de-risked prior to Design Submission to the IS Council.
		2	Achieve an “Excellent” IS As-Built Rating under v1.2 of the IS Rating Scheme, with a minimum target of 60 points.	The As-Built Rating will supersede the Design Rating noted above and will be submitted near end of construction. G2BU has developed both a target pathway to “Excellent” and a stretch pathway of “Leading”, seeking to exceed contractual requirements (which mandate a minimum target of 60 points, and an “Excellent” Rating). GCJV has developed an approved project minimum target to submit over 70 points, and an approved stretch to submit over 90 points.