

SRG GLOBAL INTEGRATED SERVICES PTY LTD*Making the Complex Simple***RETURNABLE SCHEDULE B**
Construction Methodology and Programme**COV-TEN-CON 514**

Stack Raise Installation — Kwinana Lithium Refinery

Tenderer	SRG Global Integrated Services Pty Ltd
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Tender Reference	COV-TEN-CON 514
Document Revision	Rev 3.2 — Updated to reflect sequential T1→T2 stick build sequencing, loading/unloading rigger engagements, trade assistant traffic-watch duties, and 13/1 rope access roster aligned to welding shifts
Date	21 May 2026

1. Overview

SRG Global Integrated Services Pty Ltd (SRG) is pleased to present our Construction Methodology for the Stack Raise Installation at Covalent Lithium's Kwinana Lithium Refinery. This Schedule B responds directly to the requirements of COV-TEN-CON 514 and details SRG's proposed approach to safely and efficiently extending two calciner off-gas stacks from 48.5m to 97m.

SRG will self-perform all core trade disciplines on this scope — structural erection, rope access, scaffolding, and electrical (earthing and bonding). Survey and dimensional control will be performed by BE Surveys as a specialist subcontractor, and crane and rigging are contracted directly by Covalent to Crane Corp Australia, with lift studies prepared by Lift Plan Australia (LPA) and issued to SRG to inform our build and install methodology. This gives Covalent a single accountable contractor for all SRG trade execution with no interface risk across our core scope.

This Rev 3.2 issue incorporates the clarified labour sequencing: stick build is sequenced T1 then T2 (not concurrent) with the ground team rolling between trains, shorter rigger engagements support loading/unloading rather than stick build, trade assistants cover traffic-watch and spotter duties, and rope access runs on a 13/1 roster with the rostered day off aligned to each train's welding shift. The rest of this document is unchanged from Rev 3.1, including: the assembly methodology agreed with Mahmood; integrated lift study data for the Tadano ATF 130G-5 (assembly works) and Demag AC300 (man-cage access and module installation); and the approved Project WHS Management Plan (COV-MMP-0001 Rev 1.00, signed 21 May 2026).

2. Assumptions, Constraints and Covalent-Supplied Items

2.1 Covalent-Supplied Items (Free Issue)

SRG's methodology and price are based on the following items being supplied by Covalent Lithium as free issue:

- 300T crawler crane and 150T mobile crane — including operators and all primary rigging
- All structural steel for the lattice frame tower (Modules 1–5, both trains)
- All stack pipe segments (Segments A–H, both trains)
- All fasteners, bolts, washers and nuts per the MTO issued with the tender
- Free-issue materials confirmed for on-site delivery during the week of 18 May 2026, aligned to SRG mobilisation (per Addendum 3)

2.2 Key Assumptions

- Free-issue materials arrive on-site during the week of 18 May 2026, and SRG mobilises in alignment with confirmed delivery.
- Concrete pile cap and foundation works are complete, surveyed and signed off by Covalent prior to SRG mobilisation.

- Site access, inductions and Covalent's site entry requirements are facilitated promptly to avoid programme delay.
- Covalent's QA representative is available for witness and sign-off at critical ITP hold points (tie-in flange, grouting, bolt torque, verticality).
- Pre-assembled Modules 4 and 5 (offsite PAS) are transported to site and available within the nominated crane radius per the programme.
- Carnac Engineering's flange design is issued to SRG prior to commencement of tie-in access works (scaffold or EWP).
- CASA-related aviation lighting at 97m is noted as non-mandatory per Addendum 3. SRG will coordinate with Covalent if this becomes a contract requirement.
- Permit-to-Work, isolation and SIMOPS interfaces are managed in accordance with Covalent procedures, and Covalent's facilitation of SIMOPS meetings is timely.

2.3 Constraints and Limitations

- The programme runs from Mon 18 May 2026 to Fri 3 Jul 2026 — 47 calendar days end-to-end with ~36 working days of execution. Stick build is sequenced T1 then T2 (not concurrent) and runs Mon–Fri across 25 May – 11 Jun. Shutdown rope-access works run sequentially T1 then T2 from 1 Jun – 2 Jul.
- Any delay to free-issue material delivery has a direct programme impact and may trigger a formal variation notice.
- Rope access operations are weather-dependent. Wind speeds above the safe working threshold (per IRATA ICOP and SWMS) require stand-down of rope access technicians at height.
- The existing stack removal sequence assumes the stack can be rigged and lifted from the top using the fabricator-supplied lifting lugs. SRG will confirm this with Carnac Engineering prior to commencement.
- Assembly pad position relative to the 300T crawler and 130T mobile crane working envelopes is final per the LPA lift studies (LPA CCA-15-03/04 and LPA CCA-15-05/06). Repositioning during execution will trigger a survey check and SIMOPS review.

3. Construction Methodology

SRG's methodology is structured into seven sequential phases. Each phase includes defined quality gates, safety controls and Covalent hold points before progression to the next phase. All works are executed in accordance with the approved Project WHS Management Plan COV-MMP-0001 (Rev 1.00).

Phase 0 — Pre-Mobilisation

Prior to any site mobilisation, SRG will complete and submit all required pre-construction documentation. This phase is critical to ensuring that all statutory, contractual and safety obligations are met before work commences on site.

Pre-mobilisation documentation to be submitted to Covalent for review and approval includes:

- Construction Methodology (this document)
- Inspection and Test Plans (ITPs) for all key construction activities
- Project WHS Management Plan (COV-MMP-0001) and supporting SWMS for high-risk construction work
- Traffic Management Plan (TMP) — crane radius barricading, laydown access, pedestrian exclusion zones
- Critical Risk Assessment Workshop (CRAW) endorsed by Covalent
- IRATA certification records for all rope access personnel (L2/L3) and current Rope Access Technical Authority sign-off
- Survey methodology and instrumentation calibration records (BE Surveys)
- RapidCrews training-needs analysis confirming 100% competency compliance prior to mobilisation

Phase 1 — Mobilisation and Site Establishment

SRG will mobilise to site on Mon 18 May 2026, aligned to the confirmed free-issue material delivery date. Mobilisation activities include:

- Establish laydown area within crane radius for pre-assembly of Modules 1, 2 and 3 (both trains). The laydown must accommodate concurrent ground assembly of multiple modules.
- Receive and inspect free-issue structural steel and stack segments against the MTO. Record any damage, missing items or non-conformances and notify Covalent immediately.
- Mobilise all SRG-supplied plant and equipment — 25T Franna (wet hire), knuckle boom EWP (18m) x 2, telehandler (4T), diesel generator (35kVA), diesel welding plant and ancillary tooling.
- Engage BE Surveys to conduct pre-erection survey. Confirm foundation pile cap coordinates, levels and alignment. Ensure concrete cure is complete and signed off by Covalent's civil representative prior to any structural loading.
- Implement the Traffic Management Plan. Establish hard barricading and exclusion zones around crane radius and assembly areas prior to any lifting operations commencing.

- Complete site-specific induction, project induction and site orientation per the WHS Management Plan, including the Buddy/Mentor program for new or inexperienced personnel.

Phase 1A — Unloading and Assembly Area Preparation

Prior to any module assembly, SRG will establish the assembly pad arrangement in coordination with Crane Corp. This phase has been formalised in Rev 3.0 to reflect the agreed sequence with Covalent.

Unloading

- Unloading activities will use the Tadano ATF 130G-5 (130T) mobile crane operated by Crane Corp, supported by SRG's 25T Franna and site crane as required. SRG will coordinate receipt, inspection and tagging of materials against the MTO.
- All lifts during unloading will follow LPA-approved lift studies (CCA-15-03/04 and CCA-15-05/06). Crane lifts are supervised by Crane Corp's lift supervisor; SRG advanced or basic riggers act as banksmen and load receivers, with site verification of competency.
- Free-issue materials will be inspected, tagged and registered against the MTO prior to laydown.

Assembly Pad

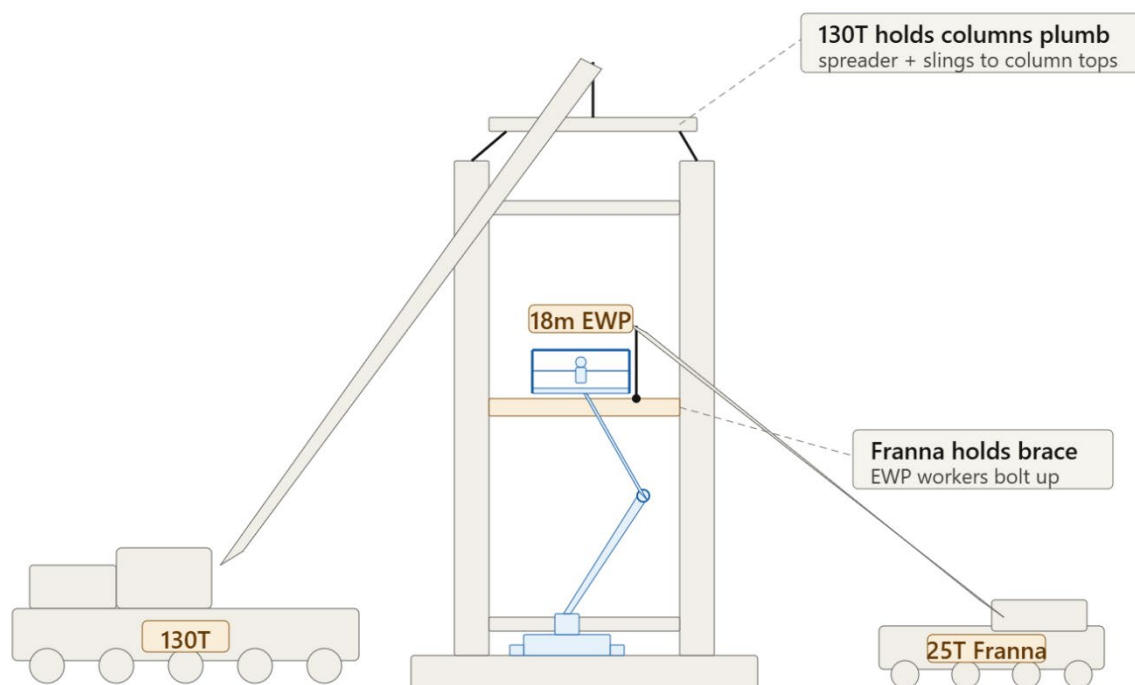
- One assembly pad area will be established adjacent to the 300T crawler and 130T crane working envelopes.
- The assembly pad will comprise four (4) off 2m-long 310 UB beams, levelled using packers/shims and survey-verified prior to commencement of assembly works.
- Temporary stiffeners will be welded to the 310 UB beams to maintain orientation and alignment for fish plate / gusset bolt holes during assembly.
- Hot work permits will be obtained per Covalent's Permit-to-Work procedure prior to any welding on stiffeners.
- The assembly pad will be repositioned as required for subsequent module assembly cycles. Any repositioning will trigger a survey check, SIMOPS review and updated TMP.

Phase 2 — Lattice Frame Tower Erection

Module 1 — Stick-Built Assembly Methodology (Weeks 2–3)

Module 1 is the base module and is stick-built from the foundations upward. Its position on the new concrete pile cap prevents any pre-assembly approach.

- Module 1 will be stick-built from the foundations upward in its final position on the new pile cap.
- Initial erection comprises positioning and installation of the primary columns onto the surveyed pile cap baseplate locations.
- Horizontal bracing members will then be installed progressively between columns using the 25T Franna and the 60ft knuckle boom EWP for access and bolting.
- Cross bracing installation will be completed using a combination of slings, chain blocks and come-alongs to orientate members and align fish plate connections.



End braces (top + bottom) installed first → intermediate braces follow
Illustrative only — Crane Corp to design final rigging methodology

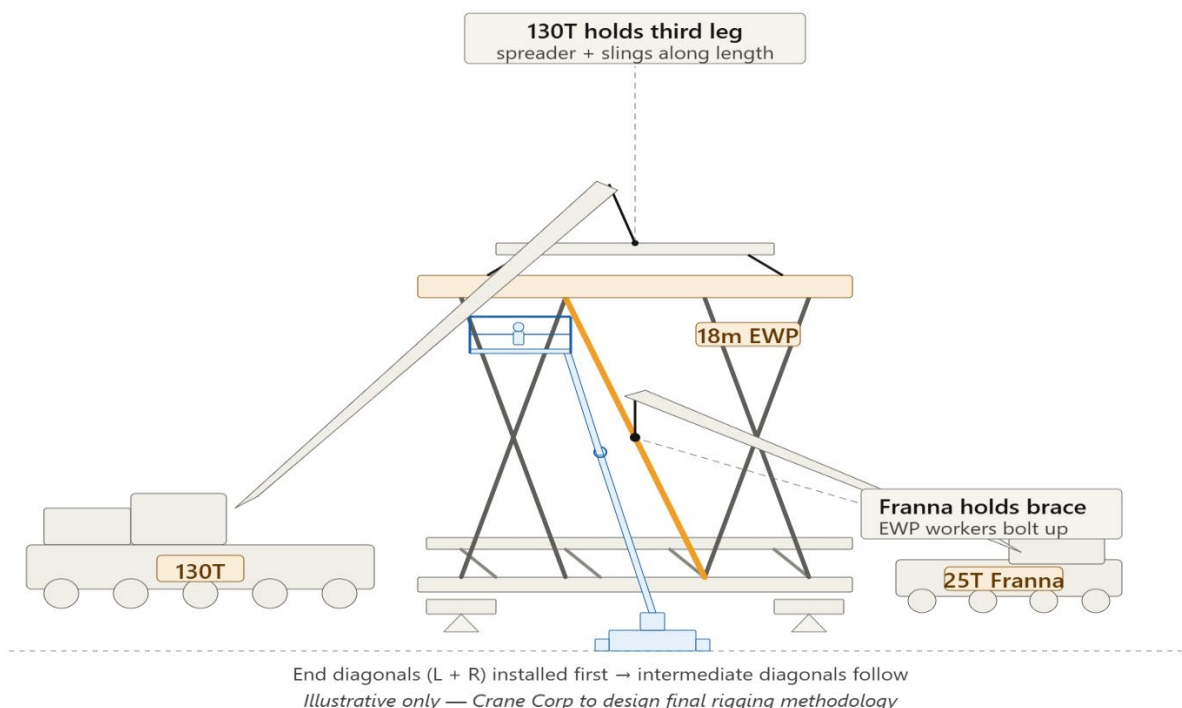
- Bracing gussets and fish plates will slide into position progressively and be snug-tightened using rattle guns during assembly.
- Structural alignment is confirmed by BE Surveys at each level. No progression to the next level is permitted until plumb, level and dimensional control is confirmed.

- Bolt tightening is performed to the torque requirements specified in the drawings: snug tightening followed by full tensioning per AS/NZS 1252.
- Grouting of baseplates to be completed using 60MPa structural grade grout per Carnac Engineering specification. Covalent QA to witness grouting.

Modules 2 and 3 — Ground Assembly Methodology (Weeks 2–4)

Modules 2 and 3 are assembled horizontally on the levelled 310 UB beam arrangement on the assembly pad. Horizontal ground assembly was confirmed with Covalent as the safest and most efficient approach because it allows full access for bolting, alignment and quality inspection prior to lifting.

- Modules 2 and 3 will be assembled horizontally on the assembly pad utilising the levelled 310 UB beam arrangement, with welded stiffener restraints to maintain orientation and alignment of fish plate / splice bolt holes during assembly of the flat-face columns.
- The flat face (comprising the two straight columns) will be assembled first.
- Horizontal bracing members (2× on top and 2× at bottom) will be installed and snug-tightened using the Franna and a combination of slings and chain blocks to orientate members and align fish plate connections.
- The third leg will then be positioned using the 130T (Tadano ATF 130G-5) crane in the lift configuration shown in LPA CCA-15-03/04, and aligned progressively using slings and chain blocks. Bracing fish plates / gussets will slide into position progressively and be snug-tightened using rattle guns during assembly.



- Two EWPs will be used concurrently to access and snug-tighten bracing bolts — one at each end, bolting one horizontal bracing at top end and one at bottom end.
- Once the third leg is installed, remaining cross-bracing members will be progressively installed and snug-tightened using the same method.
- BE Surveys will inspect each completed module on the ground and record dimensional compliance prior to sign-off for lifting.
- Modules 4 and 5 (offsite pre-assembled, PAS) are transported to site and positioned within crane radius. BE Surveys inspects these modules prior to installation.

Module Righting and Erection

Following completion of ground assembly, modules are tail-lifted from horizontal to vertical orientation and erected onto the previously installed module.

- Following completion of ground assembly, modules will be tail-lifted and erected in accordance with the approved LPA lift study (CCA-15-03/04 — Tadano ATF 130G-5, main boom 56m, working radius 34m, total lifted weight 5,505kg, utilisation 77.5%).
- Tag lines will be utilised during lifting and erection activities to control module orientation and rotation during lifting operations.
- Dual-crane involvement (Tadano 130T tailing crane and 300T crawler primary crane) is per the lift study configuration. Communication between crane operators, dogger and rigger is established and maintained throughout the lift.
- A pre-lift toolbox is held immediately prior to each righting operation, attended by all crane operators, dogger, rigger, supervisor and HSE Advisor, confirming the Lift Plan, rescue arrangements, exclusion zone and SIMOPS controls.

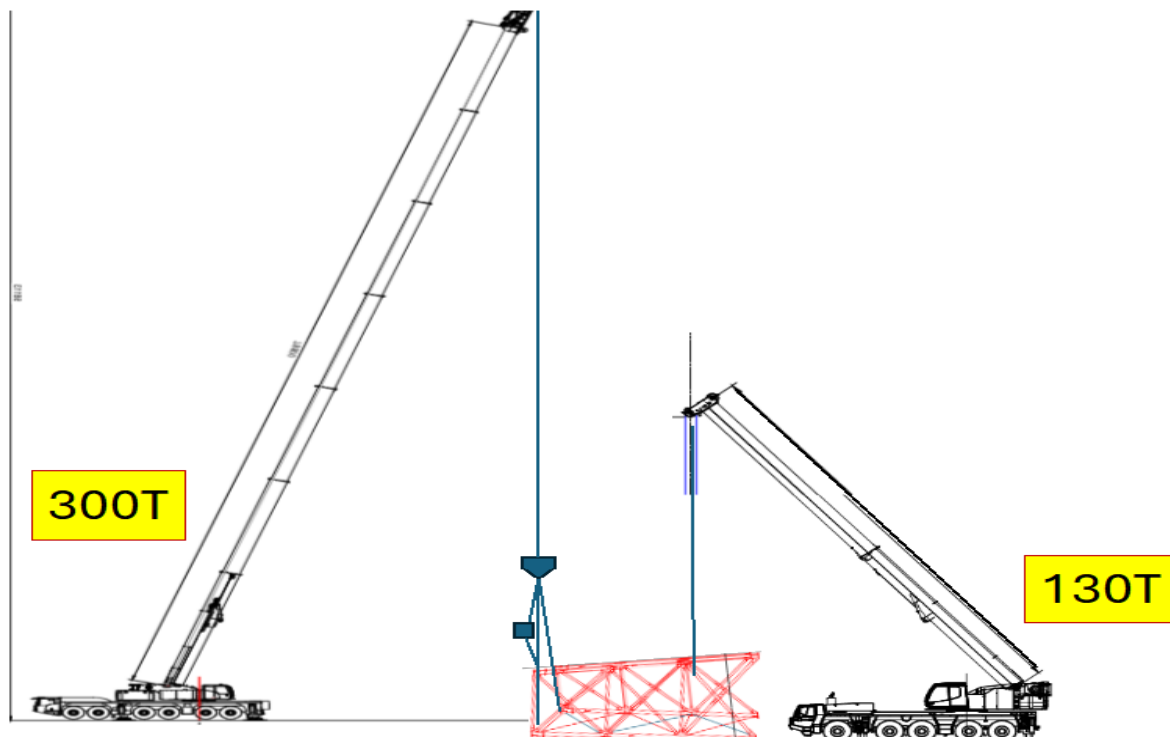


Figure 1: Proposed lifting configuration

Module Installation and Alignment

Each module lift onto the installed tower follows a defined rigging and rope-access sequence. The 300T crawler crane performs all primary heavy lifts. Indicative lift weights are: Module 2 — 26t, Module 3 — 20t, Modules 4 and 5 — 18t each.

- Rope access technicians (IRATA L2/L3) rig ropes to pre-fabricated anchor points on the module and run ropes through the core of the module with sufficient length for rope technicians to access from below once the module is lifted.
- Rope technicians climb the existing installed module and take cover below the stack platform — clear of the load path for the incoming module.
- The 300T crawler crane lifts the module to position. Once the module is close to final position, an EWP (or man cage for Modules 4 and 5, per LPA CCA-15-05/06) is used to bolt the external flange connections.
- Tethered temporary alignment pins / drift pins will be utilised during module landing and splice flange alignment activities. Alignment pins will be tethered to the column / leg arrangement for dropped-object prevention and progressively removed as permanent bolts are installed.
- Rope access technicians emerge from below the stack platform and climb up to align the module, install and torque internal flange bolts (not accessible from EWP or man cage), and de-rig the crane slings.

- Bolting during assembly and installation activities will be snug-tightened only using rattle guns. Final tensioning will be carried out under a separate ITP hold point per AS/NZS 1252.
- Once all bolts are tensioned and de-rigging is complete, rope technicians inspect the pre-rigged ropes on the newly installed module and confirm anchor point integrity before climbing up for the next lift.

Note: Modules 4 and 5 use a man cage for external bolt access in place of an EWP, due to the height and accessibility constraints at that elevation. The man-cage lift configuration is governed by LPA CCA-15-05/06 using the Demag AC300, with the AS 2550.1 man-cage TLW doubling rule applied. Required WLL of 3,100kg against actual WLL at radius of 4,800kg gives a utilisation of 32.3%.

Shim Packs and Verticality Control

- Shim packs and packers will be utilised at assembly pads and module splice flange interfaces to facilitate adjustment of flange level and verticality.
- A 5mm nominal shim arrangement will be utilised for module splice flanges per scope; shim packs will be adjusted using combinations of 1mm, 2mm and 4mm shims as required based on survey outcomes and verticality.
- Progressive survey verification and level checks will be completed during assembly and installation activities to maintain verticality and alignment prior to final bolt tensioning.
- Level checks for straight columns will be conducted progressively during installation.
- Any shim configuration deviating from the nominal 5mm will be recorded against the ITP and signed off by SRG QA/QC and Covalent QA representative.

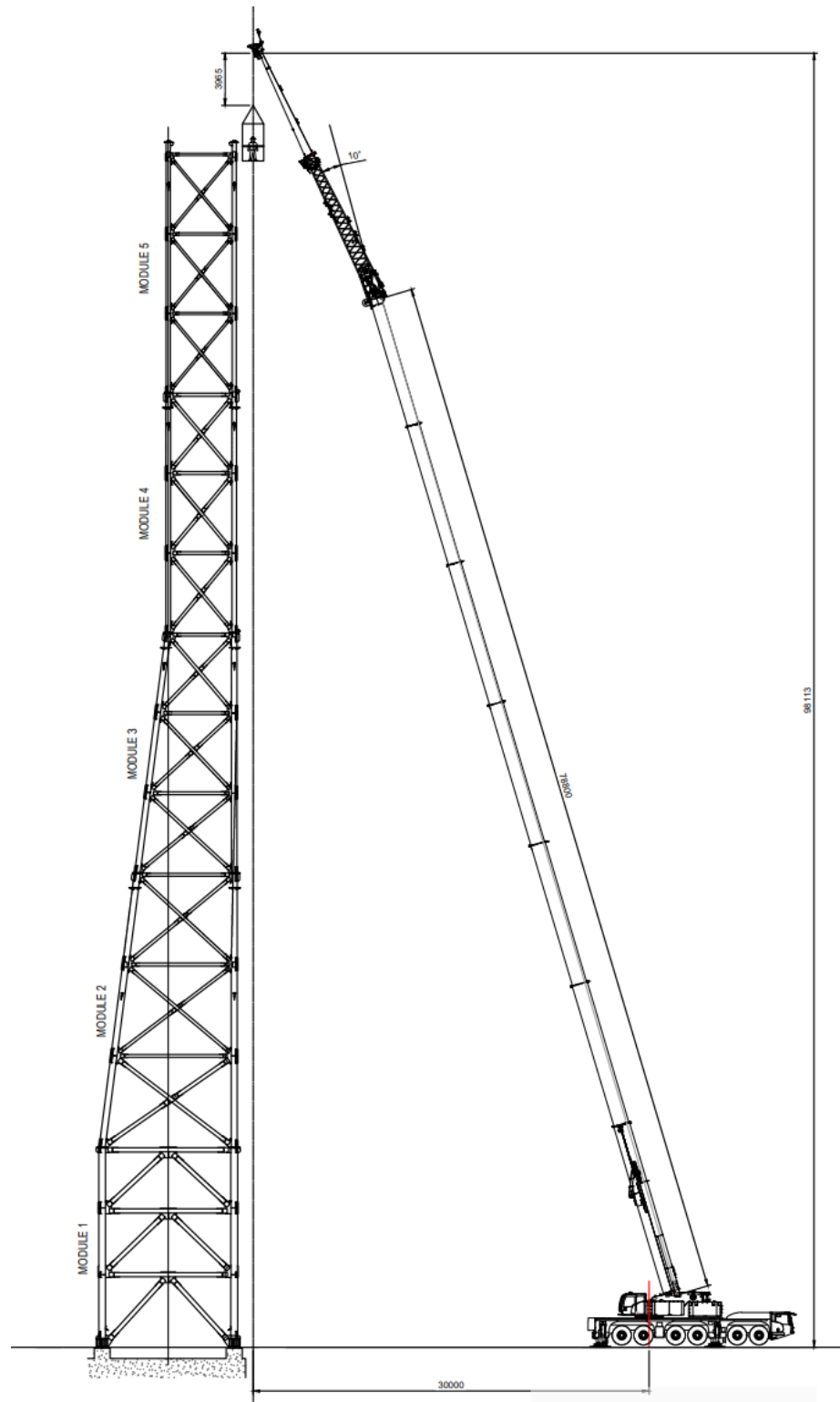


Figure 2: Man Cage Lifting Diagram

Surveyor Gate — Pre-Installation Hold Point

Before any module is lifted into its final position, the following must be complete and signed off:

- Survey records for Modules 1, 2 and 3 (site assembled) confirming dimensional compliance
- Survey records for Modules 4 and 5 (offsite PAS) confirming dimensional compliance
- LPA Lift Study approved by Covalent's site representative
- Barricading and TMP in place and confirmed by SRG's HSE Advisor
- Pre-lift toolbox completed and signed by all crane crew, dogger, riggers, supervisor and HSE

Phase 3 — Tie-In Flange Repair and Access Works (Scaffold or EWP)

The tie-in flange connection at Segment A is the most critical interface on the project. This connection is the junction between the existing and new stack and must meet the dimensional, structural and quality requirements of Carnac Engineering's design. SRG has elected to use temporary scaffold rather than rope access for this work to allow Covalent's QA team full, unrestricted access to witness and sign off the completed connection.

- Provide access to the existing Segment A tie-in flange via temporary scaffold or EWP (option to be confirmed with Covalent based on final access scope), providing a stable multi-person working platform.
- Inspect the existing flange face for flatness, squareness and surface condition. Report findings to Covalent and Carnac Engineering.
- Weld on flange stiffener plates per Carnac Engineering's design. Welding to be performed by SRG's qualified welder in accordance with the applicable welding standard. Covalent QA to witness.
- Cut and repair the existing duct at the bottom stack section as required by the design.
- Apply 60MPa structural grade grout at baseplates per specification. Covalent QA to witness and sign off prior to grouting.
- Clean flange face to the required standard for installation of the new Segment B.
- Covalent QA representative to formally sign off the completed tie-in flange connection before the scaffold or EWP is struck/demobilised and new stack installation commences.

Phase 4 — Stack Removal and New Stack Installation

Existing Stack Removal

Removal of the existing stack must be completed before new stack segments can be installed. The sequence is:

- Rope access technicians (IRATA L2/L3) set up and rig the existing stack for removal. Cut existing trunnion supports, instrument lugs and any other attachments to clear the stack collar.

- Unbolt the existing stack at the top flange connection. Rig from the fabricator-supplied lifting lugs at the top of the stack per the lift study. Lift using the 300T crawler crane.
- Repeat the unbolt and lift sequence for each stack section until the lower flange face is cleared.
- Cut and remove existing flange and prep surface for new flange to be supplied
- Install new flange and level. Level to be established by survey.
- Weld new flange in position utilising approved weld procedure and weld qualified personnel.
- Survey flange to ensure level before proceeding.

New Stack Installation — Segments B to H

New stack segments are installed progressively from Segment B upward. Each segment is lifted and bolted before the next segment is installed. Ensure stack orientation is correct to allow for any sample point positioning.

For Segments B to G:

- Rig each segment from the top plate flange using the free-issued fabricator shackle. Confirm lift weight against lift study before proceeding.
- Lift into position using the 300T crawler crane. Rope access guides the segment into position from the grating platform on the module above.
- Install temporary supports and brackets as required to hold the segment in position for bolt-up. Do not load permanent flanges until bolts are tensioned.
- Install lifting guides and closure beams on each new segment for alignment and positioning per the design drawings.
- Rope access bolts up the stack flange connection. Install all permanent bolts, washers and nuts. Torque to the specified requirement.
- Install keeper brackets. Covalent QA to witness critical bolt-up operations at each segment.
- Remove all temporary supports and de-rig crane slings after each bolt-up is complete and accepted.

For Segment H (Top):

- Segment H is lifted by trunnion support (not top plate flange) per the design. Confirm rigging arrangement against lift study.
- Rope access installs and torques final flange connections and keeper brackets.
- Rope access removes all temporary supports, rigging and de-rigs crane slings.
- Final visual inspection of stack alignment and all permanent connections before acceptance.

Phase 5 — Electrical Earthing and Bonding

Following completion of the stack installation, SRG's licensed electricians will complete the earthing and bonding of the new stack support structure in accordance with Covalent drawing COV-R390-CI-DWG-0001.

- Install 710mm² Cu/PVC earthing cable bonding the new stack support structure leg to the existing structure.
- Bond at the top of the existing structure and at approximately 10m intervals down the structure.
- All electrical work to be performed by licensed electricians authorised under the Western Australian Electricity (Licensing) Regulations.
- Covalent's electrical inspector to witness and sign off the completed earthing installation.

Phase 6 — Survey, ITP Sign-Off and Demobilisation

Upon completion of installation:

- BE Surveys to conduct final as-built survey confirming vertical alignment, plumb and dimensional compliance of both towers and stacks against design tolerances.
- SRG to complete all ITP hold points and Covalent QA sign-offs for the completed scope.
- Punch list items identified during final inspection to be closed out before practical completion is declared.
- Strike all temporary scaffold and/or EWP, remove all plant and equipment, and clean up site laydown areas.
- Demobilise all personnel, plant and temporary facilities.
- Submit as-built survey records, completed ITPs and material traceability records to Covalent.

4. Lift Studies

All critical lifts on this project are governed by lift studies prepared by Lift Plan Australia (LPA) in conjunction with Crane Corp Australia, who are contracted directly to Covalent. The studies are prepared in accordance with AS 2550 and have been issued to SRG to inform integration of the crane works into our build and install methodology.

4.1 LPA CCA-15-03 / CCA-15-04 — Stick Build Modules 2 and 3

Configuration summary for the assembly-pad lifts using the Tadano ATF 130G-5 (130T) mobile crane:

Parameter	Value
Crane	Tadano ATF 130G-5 (130t MRC)
Configuration	HA, counterweight 42.3t, main boom 56m
Boom configuration (telescoping %)	92 / 92 / 92 / 92 / 92
Jib	Not fitted
Working radius	34.0m
Max load share	4,700kg
Total lifted weight	5,505kg (crane components 757kg + rigging 48kg + load 4,700kg)
WLL at radius	7,100kg
Crane utilisation	77.5%
Spare capacity	1,595kg
Reeving	1-part, line pull 8,700kg, utilisation 63.3%
Outrigger pad size / area	1.2m × 1.2m / 1.44m ²
Max jack force / GBP	50.0t / 341.3 kPa (34.8 t/m ²)
Slewing	360° on outriggers, 8.5m outrigger base
OEM chart wind speed	10 m/sec

4.2 LPA CCA-15-05 / CCA-15-06 — Man-Cage Access (Demag AC300)

The man-cage configuration is governed by AS 2550.1 §6.19.2 (crane used with workbox), which doubles the required WLL margin. Configuration summary:

Parameter	Value
Crane	Demag AC300 (300t MRC)
Configuration	HAVHY, counterweight 49.8t, main boom 78.8m
Boom configuration (telescoping %)	90 / 100 / 100 / 100 / 100 / 100
Jib	HYD 10° offset, 21m jib
Hook	Auxiliary, 12.5t WLL hook block
Working radius	30.0m
Load — 4-man mancage payload	500kg
Total lifted weight	1,550kg (crane 740kg + rigging 310kg + payload 500kg)
Required WLL (AS 2550.1 doubled)	3,100kg
Actual WLL at radius	4,800kg
Utilisation of actual WLL	32.3%
Spare capacity	3,250kg
Outrigger pad size / area	2.5m × 2.0m / 5.00m ²
Max jack force / GBP	38.0t / 76.5 kPa (7.8 t/m ²)
Outrigger base	8.5m

Both lift studies include ground bearing pressure data. Ground bearing assessment, ground preparation and steel matting at crane setup positions are managed by Crane Corp under their direct contract with Covalent. SRG will coordinate assembly pad positioning to align with the approved crane setup envelopes shown in the LPA lift studies.

5. WHS Management

All works on this project are executed in accordance with the approved Project WHS Management Plan COV-MMP-0001 (Rev 1.00), prepared by Haydyn Nissen, reviewed by Joshua Toth and approved by Mark Cowle on 19 May 2026. The plan has been formally acknowledged by the project leadership team and is the controlling document for all HSE matters on site.

5.1 Project HSE Leadership and Accountabilities

Role	Nominated Person	Contact
General Manager — Southwest	Mark Cowle	0415 202 237
Operations Manager	Joshua Toth	0414 940 421
HSET Superintendent	Haydyn Nissen	0497 073 441
Project Superintendent	Adam Riley	0457 162 100
Rope Access Supervisor (IRATA L3)	Jordan Kirkby	0406 872 504
Rope Access Technical Authority	Nathan Roberts-Tindall	Per HSEMP
Fabrication Supervisor	Paul Berry	0455 599 800
Rigging Support	Darren Price	0438 161 151
HSE Advisor	Jacinta Jeffery	0428 238 866
Engineer — QA/QC support	Muhammad Ali	0491 641 535

5.2 HSE Performance Indicators and Targets

The following KPIs apply to this project, in accordance with the HSE Management Plan:

- Lost Time Injury Frequency Rate (LTIFR): zero (per million resource hours worked)
- Total Recordable Injury Frequency Rate (TRIFR): less than 2.0 (per million resource hours worked)
- 100% attendance at SRG Global Zero Harm Meetings
- 100% completion of required in-field leadership activities (daily Field Leadership, Workplace Inspection, monthly CCV, monthly Visible & Active Leadership, quarterly WHS Inspection)
- 10 hazard reports per active site per month (collaborative across all project personnel)
- 100% closure of actions arising from inspections, meetings, hazard reports and audits within scheduled timeframe
- 0% corrective actions overdue at month end

5.3 Critical Risk Controls

The following SRG Global Critical Risks apply to this scope. Critical Control Verification (CCV) checklists must be completed when any of these activities are undertaken:

- Cranes and Lifting Equipment — governed by LPA CCA-15-03/04 and CCA-15-05/06 lift studies
- Working at Height — IRATA-certified rope access; 100% tie-off; pre-fabricated anchor points
- Working in Confined Spaces — confined space entry permits where atmospheric or engulfment risk identified
- Operation of Mobile Plant and Equipment — Franna, EWP, telehandler operated under SRG VOC and HRWL
- Release of Energy — isolation and tagging per Covalent procedures, PDL and DT applied
- Handling and Storage of Hazardous Materials — ChemAlert registered, SDS available, bunded storage
- Driving and Road Transport — journey management plans for trips >2.5 hours
- Ground Failure — ground bearing assessment at crane positions is managed by Crane Corp under direct contract with Covalent; SRG coordinates assembly pad positioning and supporting works
- Undertaking Temporary Works — scaffold, EWP, temporary supports designed and signed off by competent person
- Simultaneous Operations — SIMOPS meetings attended; concurrent operations risk-assessed and communicated

5.4 High-Risk Activities and Permits

Activity	Permit / Control
Working at heights >2m	SWMS, rescue plan, 100% tie-off, IRATA L3 supervision
Hot works (flange stiffener welding, assembly pad stiffeners)	Hot Works High Risk Work Certificate; fire watch
Crane lifts (all)	LPA-approved lift study; pre-lift toolbox; exclusion zone
Working in/near water	N/A — landlocked site
Confined space (if applicable for duct repair)	Confined Space High Risk Work Certificate; gas testing; sentry
Rope access	IRATA ICOP; minimum 2 technicians (one L3); pre-task JHA & rescue plan; pre-fabricated anchor points; 6-monthly equipment inspection
Excavation / Penetration (if required)	Excavation & Penetration High Risk Work Certificate; DBYD; spotter

Grid mesh removal	Grid Mesh Removal High Risk Work Certificate
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5.5 Hours of Work and Fatigue Management

- Standard shift hours: 06:00 to 18:00 (12-hour shift with 30-minute morning break and 30-minute lunch break).
- Travel time included in shift hours; total time not to exceed 14 hours in any 24-hour period.
- Minimum 10-hour break between shifts.
- Where 14 consecutive days are worked, a Rostered Day Off (RDO) with a minimum 24-hour break is required.
- Fatigue management plan in place for night-shift stick-build (Days 1–14) and any overtime arrangements.

5.6 Stop Work Authority

All SRG personnel and subcontractors have the authority and responsibility to call a Stop Work when they observe an unsafe condition or behaviour. Stop-work authority will be reinforced at site induction, pre-start meetings and toolboxes. Any Stop Work invocation must be communicated immediately to the Covalent representative, who will work with SRG to resolve and reach consensus before resuming work.

5.7 Reporting and ICAM

All incidents are reported and managed in MyOSH in accordance with the Incident Reporting and Investigation Procedure. All P1 and P2 events are investigated using the Incident Cause Analysis Method (ICAM) under the supervision of the HSET Superintendent. For recordable injuries and significant incidents, a draft ICAM is provided to Covalent within seven (7) days and a full ICAM presentation within ten (10) days.

6. Quality and Inspection

6.1 Inspection and Test Plans

SRG will develop and submit ITPs for all critical construction activities prior to commencement. Key ITP hold points requiring Covalent witness or sign-off include:

- Foundation survey and pile cap acceptance prior to Module 1 erection
- Assembly pad level survey prior to module ground assembly
- Module ground assembly dimensional compliance (Modules 1–5) prior to any lifts
- Module righting / tail-lift pre-lift verification
- Tie-in flange inspection and surface preparation
- Weld inspection (flange stiffener plates)
- Grouting of baseplates
- Bolt torque verification at each module splice and each stack segment
- Shim pack configuration and verticality check
- Final stack alignment survey (both trains)
- Electrical earthing sign-off

6.2 Structural Survey and Dimensional Control

BE Surveys will perform dimensional control throughout the erection sequence, managed and coordinated by SRG. Survey activities include:

- Pre-erection: Foundation pile cap coordinates, levels and squareness
- Assembly pad: 310 UB beam level and squareness survey prior to any module assembly
- Progressive: Structural alignment and plumb check at each module splice before bolt-up; level checks for straight columns during installation
- Pre-lift gate: Confirmation of module dimensional compliance before any module is lifted
- Post-installation: As-built survey of both towers and stacks against design tolerances

6.3 Bolt Tightening

All structural bolting will be performed in accordance with AS/NZS 1252 and the bolt tightening specification issued with the tender documents. The following controls apply:

- Snug tightening of all bolts during assembly and installation
- Full tensioning under separate ITP hold point in the sequence and pattern specified in the bolt tightening procedure
- Torque values recorded and signed off for each connection
- Calibrated torque wrenches with current calibration certificates
- SRG QA/QC Engineer to witness all structural bolt-up operations

7. Indicative Programme

The programme is anchored to the signed SRG labour mobilisation schedule. Stick build is sequenced T1 then T2 — the ground team (3 fitters and 3 riggers per shift, DS and NS) starts with T1 Module 1 on 25 May, works through T1 Modules 2 and 3, then moves to T2 and repeats the same pattern. The shutdown rope-access works that follow also run sequentially T1 then T2 across a single rope-access crew.

Activity	Start	Finish	Notes
Mobilisation & site establishment	Mon 18 May 26	Fri 22 May 26	Mon–Fri DS; supervision, QA/QC, trade assistant and 3 advanced riggers mobilised; laydown setup, free-issue receipt, assembly pad construction
Stick build T1 then T2 sequential (DS + NS)	Mon 25 May 26	Thu 11 Jun 26	14 working days Mon–Fri across 3 weeks; 12hr DS + 12hr NS; T1 Module 1 stick-built on pile cap and T1 Modules 2 & 3 ground-assembled first, then same pattern repeated on T2. Mon–Fri pattern maintained to support workforce attraction and retention; can accelerate through weekends if required
Site induction (RA, scaffold, civils)	Wed 27 May 26	Thu 28 May 26	Project induction for rope access, scaffold and civils tech crews
Civils confirmation (T1 & T2 pile caps)	Mon 1 Jun 26	Mon 8 Jun 26	Two single-day campaigns for pile cap and grout verification — T1 on 1 Jun, T2 on 8 Jun
Shutdown rope access campaign (T1 then T2 sequential)	Mon 1 Jun 26	Thu 2 Jul 26	~28 working days; module installation, stack removal, new stack installation; 2× L3 + 2× L2 rope access crew servicing both trains in sequence
T1 scaffold (tie-in flange access)	Mon 1 Jun 26	Tue 9 Jun 26	1 Leading Hand + 4 Advanced Scaffolders; tie-in flange platform erection and dismantling
T1 flange stiffener welding	Wed 3 Jun 26	Wed 3 Jun 26	3× coded welders; single-day campaign for Segment A stiffener plates
T2 scaffold (tie-in flange access)	Thu 18 Jun 26	Mon 22 Jun 26	Same scaffold crew rotates from T1 to T2 tie-in works
T2 flange stiffener welding	Thu 18 Jun 26	Thu 18 Jun 26	3× coded welders; single-day campaign

T1 electrical earthing	Fri 19 Jun 26	Sat 20 Jun 26	1 Electrical Supervisor + 2 Electricians; 710mm ² Cu/PVC bonding to existing structure
T2 electrical earthing	Wed 1 Jul 26	Thu 2 Jul 26	Same electrical crew rotates from T1 to T2
Demobilisation	Fri 3 Jul 26	Fri 3 Jul 26	Physical demob of personnel and plant; punch list closeout, ITP submissions, as-built survey records and MDR continue off-site
TOTAL DURATION	18 May 26	3 Jul 26	47 calendar days end-to-end; ~36 working days execution

Stick build is sequenced T1 then T2 to keep the ground team on a Mon–Fri pattern, which supports workforce attraction and retention. Weekend acceleration is available if site progress or shutdown alignment requires it. Rope access operates on a 13/1 roster to manage fatigue, with the rostered day off aligned to the welding-shift days for each train (3 Jun for T1, 18 Jun for T2). One day of preparation is included immediately before each shutdown rope-access window. A detailed Primavera schedule will be issued upon award.

8. Crew Composition and Manning Schedule

The following sections present the signed SRG labour mobilisation matrix for this scope. Crew composition has been finalised against the programme dates in Section 7 and reflects SRG's resource commitment for the full project duration.

8.1 Mobilisation Matrix by Role

All personnel listed below are SRG direct employees. Roles, shift coverage and work windows are anchored to the controlling labour schedule.

Role / Skillset	Qty	Shift	Work Window	Function
Site Supervisor	1	DS	Mon 18 May – Fri 3 Jul	Continuous day-shift supervision across mobilisation, stick build and shutdown rope access campaign
Site Supervisor	1	NS	Fri 22 May, Mon 25 May – Thu 11 Jun	Night-shift supervision during stick build phase
QA/QC Engineer	1	DS	Mon 18 May – Fri 3 Jul	Continuous ITP hold-point management and bolt-up sign-off
Trade Assistant	1	DS	Mon 18 May – Fri 3 Jul	Traffic watch / spotter duties, crane radius spotting, exclusion zone control, TMP enforcement, materials handling
Trade Assistant	1	NS	Mon 25 May – Thu 11 Jun	Night-shift traffic watch / spotter and TA during stick build
Mechanical Fitter	3	DS	Mon 25 May – Thu 11 Jun	Sequential T1 then T2 stick build: Module 1 on pile cap, ground assembly Modules 2 & 3, alignment, snug-tightening
Mechanical Fitter	3	NS	Mon 25 May – Thu 11 Jun	Night-shift continuation of sequential T1 then T2 stick build / ground assembly
Rigger – Advanced (stick build)	2	DS	Mon 18 May – Thu 11 Jun + Sun 28 Jun	Lead riggers across mobilisation and full stick build campaign; single-day support for module righting on 28 Jun
Rigger – Advanced (loading/unloading support)	1	DS	Mon 18 May – Fri 29 May	Loading and unloading of free-issue materials; assembly pad setup support
Rigger – Advanced (loading/unloading support)	1	DS	Mon 25 May – Fri 29 May	Loading and unloading of free-issue materials during peak first stick build week
Rigger – Advanced	1	NS	Mon 25 May – Thu 11 Jun	Night-shift advanced rigger during sequential T1 then T2 stick build

Rigger – Intermediate	1	NS	Mon 25 May – Thu 11 Jun	Night-shift intermediate rigger during sequential T1 then T2 stick build
Coded Welder	3	DS	Wed 3 Jun (T1) and Thu 18 Jun (T2)	Single-day campaigns for Segment A tie-in flange stiffener plates; one campaign per train
Rope Access Level 3 (IRATA)	2	DS	Induction 27–28 May; campaign Mon 1 Jun – Thu 2 Jul (13/1 roster, RDO aligned to welding shifts)	Lead rope-access supervisors; one is the IRATA L3 site supervisor on each work front. 1 day prep before each shutdown rope-access window
Rope Access Level 2 (IRATA)	2	DS	Induction 27–28 May; campaign Mon 1 Jun – Thu 2 Jul (13/1 roster, RDO aligned to welding shifts)	Rope access bolt-up, module alignment, stack removal and installation
Scaffold Leading Hand	1	DS	Induction 27–28 May; 1–9 Jun (T1) + 18–22 Jun (T2)	Scaffold erection / dismantling supervision; inspection sign-off
Scaffolder – Advanced	4	DS	Induction 27–28 May; 1–9 Jun (T1) + 18–22 Jun (T2)	Tie-in flange access platform and stack works scaffolding
Electrical Supervisor	1	DS	19–20 Jun (T1) + 1–2 Jul (T2)	Earthing & bonding site lead; COC sign-off
Electrician (Licensed)	2	DS	19–20 Jun (T1) + 1–2 Jul (T2)	Install 710mm ² Cu/PVC bonding cable per COV-R390-CI-DWG-0001
Civils Tech	3	DS	Induction 27–28 May; 1 Jun (T1) + 8 Jun (T2)	Pile cap and grout verification prior to stick build

8.2 Total Project Headcount Summary

Discipline	Headcount	Engagement Pattern
Supervision (DS + NS)	2	Full project / stick build NS
QA/QC	1	Full project
Trade Assistants (DS + NS)	2	Full project / stick build NS
Mechanical Fitters (DS + NS)	6	Sequential T1 then T2 stick build
Riggers (Advanced + Intermediate, DS + NS)	6	Mobilisation, loading/unloading, sequential stick build
Coded Welders	3	Two single-day campaigns (T1 + T2)
Rope Access (L2 + L3)	4	Sequential T1 then T2 shutdown campaign on 13/1 roster

Scaffold (Leading Hand + Advanced)	5	Two work windows (T1 + T2 tie-in)
Electrical (Supervisor + Electricians)	3	Two work windows (T1 + T2 earthing)
Civils Tech	3	Verification windows
TOTAL SRG HEADCOUNT	35	

8.3 Indicative Peak Daily Headcount by Phase

Phase	Period	DS	NS	Daily Total
Mobilisation	18–22 May	6	—	6
Stick build (T1 then T2) — induction overlap	27–28 May	~14	7	~21
Stick build (T1 then T2 sequential)	25 May – 11 Jun	~14	7	~21
Rope access + scaffold (T1 tie-in)	1–9 Jun	14–17	—	14–17
Rope access only	12–17 Jun	7	—	7
Rope access + scaffold + welder (T2 tie-in)	18–22 Jun	14	—	14
Rope access + T1 electrical	19–20 Jun	10	—	10
Rope access only	21 Jun – 30 Jun	7	—	7
Rope access + T2 electrical	1–2 Jul	10	—	10
Demobilisation	3 Jul	3–4	—	3–4

8.4 Notes on Crew Composition

- All personnel are SRG direct employees. NDT and survey (BE Surveys) are SRG's specialist subcontractors. Crane and rigging (Crane Corp Australia / LPA) are contracted directly by Covalent — they are not SRG subcontractors and are not reflected in the SRG headcount.
- Stick build is sequenced T1 then T2 rather than concurrent — the ground team (3 fitters + 3 riggers per shift, DS and NS) starts with T1 Module 1 on Mon 25 May and works through to T1 Module 3, then repeats the same pattern on T2. The Mon–Fri pattern is maintained to support workforce attraction and retention; weekend acceleration is available if site progress or shutdown alignment requires it.
- Shorter rigger engagements (Lines 16 and 17 of the labour schedule) provide loading and unloading support during peak material movement weeks and are not part of the stick build ground team.
- Trade Assistants perform traffic-watch and spotter duties in addition to general TA functions, supporting the Traffic Management Plan and crane-radius exclusion zones.

- Rope access is rostered on a 13/1 cycle to manage fatigue, with the rostered day off aligned to the welding-shift days for each train (3 Jun for T1, 18 Jun for T2). One day of preparation is included immediately before each shutdown rope-access window.
- All Rope Access personnel are IRATA-certified (L2 or L3). At least one Level 3 Supervisor is present and supervising during all rope access operations, per the SRG Industrial Rope Access Operations Procedure (AST-MAN-0002).
- Mechanical Fitter is shown as a single category but reflects SRG's dual-trade workforce; individuals hold either Mechanical Fitter or Boilermaker tickets and are deployed to suit the activity.
- HSE Advisor (Jacinta Jeffery) is allocated DS for the full project duration in addition to the headcount table above, per the Project WHS Management Plan.
- Additional CRAW / NDT personnel are mobilised as required for ITP hold points and are covered under Schedule F — Inspection and Test Plans.
- Should the schedule shift, crew allocation will be adjusted in consultation with Covalent's site representative and the labour schedule re-issued.

9. Self-Perform Capability and Kwinana Presence

SRG self-performs all core trade disciplines on this scope. The following trades are delivered directly by SRG employees, with survey provided by BE Surveys (subcontracted to SRG). Crane and rigging are contracted directly by Covalent to Crane Corp Australia, with lift studies issued by Lift Plan Australia (LPA).

Discipline	Scope Delivered	SRG Credential
Structural Erection	CHS stick-built erection, horizontal ground assembly, module righting, bolt tensioning to AS/NZS 1252	In-house structural fitters and supervisors
Rope Access	IRATA L2/L3 technicians, all at-height bolting, rigging and de-rigging	Active at Alcoa, CSBP, Albemarle, Tianqi, South32 — Kwinana
Scaffolding / EWP Access	Tie-in flange and stack access platforms	Southwest industrial scaffold workforce
Survey (subcontracted)	Pre-erection, assembly-pad, progressive and as-built control	BE Surveys
Electrical (Earthing)	710mm ² Cu/PVC bonding per COV-R390-CI-DWG-0001	Licensed internal electricians

SRG teams are currently operating continuously at Alcoa, CSBP, Albemarle Kemerton, Tianqi Kwinana and South32 Worsley in the Kwinana and southwest industrial corridor. This provides an immediately available labour pool, site-accredited personnel and existing familiarity with Covalent's neighbouring refinery environment.

SRG's prior delivery of scaffolding and rope access services at Albemarle's Kemerton Lithium Refinery and Tianqi's Kwinana Lithium Hydroxide Plant means SRG understands the safety culture, access controls, operational sensitivity and permit-to-work requirements of lithium refinery environments. This directly reduces mobilisation risk and on-boarding time for Covalent.

10. Declaration

SRG Global Integrated Services Pty Ltd confirms that the Construction Methodology described in this Schedule B represents SRG's genuine proposed approach to delivering the Scope of Works under COV-TEN-CON 514. The methodology is based on SRG's understanding of the scope, site conditions and contract requirements as described in the tender documentation including Addenda 1, 2 and 3, the approved Project WHS Management Plan COV-MMP-0001 (Rev 1.00), and the LPA lift studies CCA-15-03/04 and CCA-15-05/06.

SRG acknowledges the assumptions and constraints detailed in Section 2 and reserves the right to revise this methodology if those assumptions are not confirmed prior to mobilisation.

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