



Transport for NSW

Response to post-hearing question

Standing Committee on Law and Justice
2024 review of the Dust Diseases Scheme

Hearing date – 2 May 2025

QUESTION ON NOTICE

QUESTION 1. P50

Ms ABIGAIL BOYD: We now know that John Holland in 2020 developed this five-stage hazard management plan for silica in tunnelling. It was presented to SafeWork. Was that also presented to Transport at the time?

CAMILLA DROVER: Not to my knowledge. I did read that, but I have no knowledge of that, actually.

Ms ABIGAIL BOYD: Perhaps you could check on notice if there was an actual presentation to anybody in Transport at the time. That would be useful. In that presentation it was suggested that those measures be incorporated into the tender for future projects, and obviously that would be something that would have only related to Transport as the contractor. It would be useful to know if you've got any records on that and what the response from Transport was to that. We heard evidence earlier today from Kate Cole that metro has stronger requirements under its contracts for air quality monitoring and health reporting. She drew the connection between that and a lower rate of exceedances than what we see in Transport. Do you support the inclusion of this health monitoring and other document sharing as an enforceable requirement in the contracts that you're procuring?

CAMILLA DROVER: We haven't made it enforceable to date, but we also haven't had an issue with—if we've asked for information, we've generally received it. That is my understanding. The other thing we need to remember is the methodology that Metro uses is quite different to the road tunnels. They're using tunnel boring machines, which have a different outcome to our approach, which is road header. That's generally because of the different nature of the tunnels, the number of cross passages and on- and off-ramps et cetera. There is a different methodology which will result in a different outcome. But to your primary question, yes. But it hasn't been an issue to date, is my understanding. If we want additional information, we would just request it as opposed to it being a contractual requirement. But we could amend our processes to tighten that if that was thought to be needed.

ANSWER:

As part of Transport's procurement and assurance practices, Transport will request or receive representation and information regarding safety management, improvement, and compliance from Principal Contractors.

Transport has checked against available records and has no record of being briefed by John Holland in relation to their five-stage hazard management plan.