

THE CCF BULLETIN

MAGAZINE OF THE CIVIL CONTRACTORS FEDERATION
WESTERN AUSTRALIA

EDITION 3 2022



Earth Awards Feature

Celebrating excellence

Allpipe acquired

Govt piloting gender in the tender

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The CCF Bulletin

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COVER PICTURE: Wongutha Way Alliance team members on the Outback Way Upgrade project. Read the full Earth Awards Finalists Feature on page 19.



**CIVIL CONTRACTORS
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State Government has an appetite for reform



It's well known that our industry is as busy as we've ever been, and I'm pleased to report that from a policy perspective, there's also a lot of activity in policy development as Government, industry groups and other stakeholders tackle some of the important issues. We are optimistic that this work will lead to important reforms that will benefit our industry.

Western Australia's infrastructure advisory body, Infrastructure WA (IWA), published the first ever State Infrastructure Strategy in August. Premier Mark McGowan said the State Infrastructure Strategy would be critical to the way we plan, manage and deliver infrastructure over the next 20 years.

Although our industry loves to build infrastructure, we understand that's not always the answer, and the Strategy looks at non-build alternatives around demand management and asset optimisation.

Thankfully though for our members' sakes, WA is still going to need a lot of new infrastructure in the coming decades to keep up with population growth, boost economic growth, and meet the commitments for net zero.

The State Infrastructure Strategy covers a lot of ground, looking in detail at big subjects such as climate change, digital connectivity, regional development, and planning. There's also a large section devoted to infrastructure delivery, a subject of particular importance to CCF WA and our members, and a number of strong recommendations around strengthening infrastructure project development processes, and improving procurement policies and practices.

From the very start, Infrastructure WA has focused on developing strong connections with industry, and that focus has continued as it unpacks the State Infrastructure Strategy recommendations and advises

the Government on how to turn those recommendations into actions. IWA is currently engaging with a large number of Government and industry stakeholders via three themed working groups: Supply and Demand; Industry Sustainability (Social & Environmental); and Productivity, Innovation, and Commercial Sustainability. IWA CEO Phil Helberg and his team are to be commended for the energy and enthusiasm they are bringing to this work, and we look forward to reporting back to Members soon with some positive outcomes.

From the very start, Infrastructure WA has focused on developing strong connections with industry, and that focus has continued as it unpacks the State Infrastructure Strategy recommendations.

Concurrent with the work IWA is doing, the State's Transport portfolio (which includes Main Roads WA and the Public Transport Authority) has launched an important initiative called the Industry Sustainability Strategic Approach (ISSA). This strategy will be developed to ensure the future capability and capacity of Industry to deliver transport infrastructure projects in an efficient and sustainable manner over the coming decades. The anticipated objectives, outcomes and benefits that the ISSA aims to achieve include:

- Improve project procurement and delivery, in terms of quality, time and cost and achieve social objectives
- Foster competition to drive better value for money projects
- Improve risk allocation across the supply chain

- Increase collaboration and reduce the adversarial industry culture
- Minimise volatility, peaks and troughs across the infrastructure project pipeline, and increase the transparency of availability and continuity of contracting and supply opportunities
- Develop a skilled, experienced and diverse workforce, and promote meaningful career development opportunities
- Recognise our industry as personally rewarding, satisfying and progressive

I'm excited and honoured to be representing CCF WA on the ISSA Taskforce, which will guide the strategy's development. There will be a number of opportunities for Members to contribute to the development of ISSA, and I look forward to bringing you more news on that soon.

On behalf of my fellow CCF WA Board Members it's a pleasure to welcome Peter Moore, Chief Executive officer of Melchor Contracting, to the CCF WA Board. Peter is a Chartered Engineer with more than 30 years of international experience in Australia, UK, the Middle East and Asia Pacific. He has been a strong contributor to CCF WA's advocacy and policy development in recent years and adds to the variety of viewpoints on the board, contributing from the perspective of a company that is both a head contractor for major private sector projects and a key subcontractor on major government and private sector infrastructure works.

Leon Fogliani
CCF WA President



IF YOU DON'T SEARCH "BEFORE YOU DIG" ONLINE FIRST, YOU'RE DIGGING BLIND

Always use the Before You Dig
service to avoid damaging
underground infrastructure.



Lack of limestone blocks just one of many pinch points



Compared to six or nine months ago, COVID-19 is now having less of a direct effect on Western Australia's civil construction worksites in terms of people availability. But the effects on supply chains are still hitting contractors hard.

The unprecedented level of activity in transport infrastructure – major road and rail projects – has had a devastating flow-on effect on the cost and availability of construction materials for other sectors of the industry, such as land development and local government works.

There have been many pinch points in the supply chain but one of the most notable has been the humble limestone block – literally an essential building block for residential subdivisions, but also in high demand on road and rail projects for noise walls and retaining walls. Local limestone block suppliers have been doing their best to meet demand, though of course constrained by labour shortages as all businesses are.

Another supply crisis point has been concrete liners and pipes for stormwater works. Local governments prefer the use of spun liners and pipes in land development works, and they are typically very reluctant to approve the non-spun variety. There is a very small number of suppliers making these concrete

products and they just can't keep up with demand.

One of our Members recently described the limestone block and pipe/liner shortages as “just another kick in the guts in the biggest boom we've ever had”. Land development contractors have been caught in a squeeze between increasing supply chain delays and rapidly increasing costs, and clients who want the project built to the agreed price and schedule.

Of course suppliers, many of them our valued Associate Members, have their own cost pressures and are being forced to increase their prices and stipulate minimal validity periods. And clients have every right to expect that a contractor will honour an agreed price and schedule. Nevertheless, we are aware that many clients have understood that it's in no one's interests for contractors to operate at unsustainable losses. These enlightened clients have shown a willingness to work with contractors to share some of the pain. No doubt that collaborative spirit will be remembered long after this crisis is over.

As the voice of the industry, CCF WA has raised land development contractors' concerns about limestone block availability with Director General of Transport Peter Woronzow, who has acknowledged there is

a legitimate concern and has advised that Transport projects will use other materials where possible, for example noise walls.

CCF WA welcomes our new representative on the Water Corporation Urban Development Advisory Committee (UDAC), Tony Ricciardello. Tony is General Manager - Operations with Georgiou Group and has 20 years' experience managing the delivery of land development projects in WA. Tony will also represent CCF WA and the contracting industry on the UDAC Technical Sub-Committee, along with Craig Robinson (Project Manager with RJV).

Established in 1994, UDAC is a forum for industry to provide advice on improving processes associated with Water Corporation's involvement in land development activity; including input to Water Corporation policies, processes, standards, practices that impact on land development activities state-wide. We're pleased to have two very capable reps in Craig and Tony and thank them for giving their time to be involved.

Andy Graham
CCF WA CEO

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Federal Government policy inaction is exacerbating civil construction trade shortages

The release of the National Skills Commission's 2022 Skills Priority List confirms widespread shortages in civil construction trades and again highlights the Federal Government's failure to adequately respond through its training and migration policies.

The 2022 Skills Priority List shows that skilled operators of excavators, loaders, paving machines and other civil construction equipment are in shortage, both in Western Australia and nationally.

Yet in the face of these shortages, the Federal Government persists with training and migration policies that discriminate against civil construction trade level workers, on the basis of an archaic skills classification system.

According to the Federal Government's outdated ANZSCO system, the workers who build our infrastructure – roads, railways, bridges and pipelines – are semi-skilled, while the workers who build our homes are skilled.

The ANZSCO classifications reflect a bygone era, when civil construction work was largely regarded as labouring, and formal training pathways were still being established.

We've come a long way since then, and nowadays skilled civil construction trades such as plant operations, road construction and pipelaying are recognised as construction apprenticeships in most states, on an equal footing with the building trades.

The Federal Government's reliance on ANZSCO when making skills policy decisions has two damaging effects. First, it means civil construction apprentices receive no support from the Federal Government's Australian Apprenticeships Incentives System (AAIS).

"For the civil construction sector, ANZSCO reform can't come soon enough." - Andy Graham, CCF WA.

Signwriters, locksmiths, gardeners, painters, bricklayers, plasterers and tilers can receive full AAIS funding, but civil construction apprentices cannot.

Secondly, it means our industry is denied access to temporary and permanent skilled migration pathways available to other sectors. So we can't bring in skilled tradespeople from overseas, and we can't get funding support to train locals.

CCF National CEO Chris Melham said reforming ANZSCO to give civil construction apprenticeships fair access to training incentives would be an important step in addressing major skill gaps in the civil infrastructure sector.

"As part of CCF's 2022 Infrastructure Market Capacity Survey, respondents were asked to rank a number of threats to the delivery of the infrastructure investment pipeline, ranging from the availability



of raw materials, through to the availability of skilled and unskilled labour," Mr Melham said. "In each state and territory, the highest ranked issue was the lack of availability of local skilled tradespeople and professionals to undertake construction projects."

Mr Melham said access to AAIS subsidies would address this by directly incentivising civil construction employers to take on more apprentices.

CCF WA CEO Andy Graham said he had written to State Premier Mark McGowan and Training Minister Sue Ellery seeking their support ahead of the recent Federal Jobs and Skills Summit.

"Thankfully our state government, through the Construction Training Fund and other incentives, recognises that civil construction apprentices in skilled trades such as pipelaying, directional drilling and plant operations deserve to receive the same funding as their counterparts in bricklaying, tiling and plastering," Mr Graham said.

"But it's a different story with Federal incentives, where the building trades get AAIS funding and the civil construction trades miss out thanks to the antiquated ANZSCO skill levels.

"The Federal Government is a major funding source for the massive program of transport infrastructure projects that is transforming Western Australia, so they should be well aware of the critical need to incentivise training and skills development in civil construction."

Mr Graham said other sectors had also been highly critical of the ANZSCO system's failure to reflect the modern skilled workforce. A recent Federal Parliament Standing Committee Inquiry received dozens of submissions from companies and industry groups calling for ANZSCO to be abandoned as a basis for determining occupational skill levels.

The inquiry recommended that ANZSCO should be either scrapped or completely overhauled. "For the civil construction sector, ANZSCO reform can't come soon enough," Mr Graham said. "And in the meantime, the Federal Government should take a common sense approach by including civil construction trades for AAIS funding and broadening migration options for skilled civil construction workers."



MUNGANYA PTY LTD
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The team at Kais Group would proudly like to introduce our new Indigenous Joint Venture Munganya Pty Ltd.

Munganya Pty Ltd, meaning Echidna in the local Palyku language is a symbol of strength and determination, is a Joint Venture between Kais Group and Walter Stream, a proud Palyku Traditional Land Owner and Cultural Person.

Kais Group started Munganya because we believe in making a difference in the resource sector with Walter's involvement. We want young Palyku people to see First Nations business owners and leaders in their local community. We also want Palyku people, who have a strong connection to the land, to share in the job opportunities being created on their land from the resources sector.

Through Munganya, we plan to provide Palyku and other Indigenous peoples with the skills and training to be able to operate and maintain the modern equipment we hire. We also want to provide education for those Indigenous people who are interested in business, and to be role models for tomorrow's Indigenous business owners.

If we can do all these things, then we will have made a difference.

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Munganya will also source any other mobile plant and mobile plant accessories to suit your project requirements.

Infrastructure excellence celebrated at Earth Awards

The bar for civil construction excellence in Western Australia has been raised again, with 17 impressive infrastructure projects contesting the 2022 Civil Contractors Federation WA Earth Awards and seven category winners named.

CCF WA CEO Andy Graham said the Earth Award judges commented on the high calibre of entries this year and said they consider 2022 presented a significant milestone in civil construction excellence.

Transport infrastructure projects featured strongly on the night – five of the seven category winners were Transport portfolio projects, underscoring the importance of the State Government's massive transport infrastructure program to the civil construction sector.

Water Corporation projects also featured strongly, with four finalists and one category winner. A special Judges Award was awarded to another Water Corporation project.

The 2022 CCF WA Earth Award winners are pictured below.

Excellence in Civil: Project value up to \$2 Million
(sponsored by Mass Resources): **Foundation Engineering – Hastings St, Scarborough**



Peter Woronzow (Director General Transport), Samuel O'Reilly (Foundation Engineering), Mark Lawton (Mass Resources), Andy Graham (CCF WA).

Excellence in Civil: Project value \$2-5 Million (sponsored by Alcolizer Technology): **Enviro Infrastructure – Hector Street Footbridge Refurbishment**



Peter Woronzow (Director General, Dept. Transport), Theo Pepping (Enviro), Nick Fox (Alcolizer Technology), Andy Graham (CCF WA).

Excellence in Civil: Project value \$5-10 Million
(sponsored by Enviro Infrastructure): **Rob Carr & Water Corporation – Gngangara Branch Sewer Section 2**



The Rob Carr and Water Corporation team.

Excellence in Civil: Project value \$10-30 Million
(sponsored by WARP Traffic Management): **Georgiou Group – Kwinana Freeway Pedestrian and Cycle Path**



Peter Woronzow (Director General, Dept. Transport), Iain Scotland (Georgiou), Steven O'Dwyer (WARP), Andy Graham (CCF WA).



Excellence in Civil: Project value \$30-75 Million
(sponsored by Protech Group): Georgiou Group and
Main Roads WA – Karel Avenue Upgrade



Peter Woronzow (Director General, Dept. Transport), Nick Kelly (Georgiou), Greg Bambrick (Protech Group), Andy Graham (CCF WA).

Excellence in Civil: Project value \$75-150 Million
(sponsored by Brooks Hire): Downer – Denny Avenue
Level Crossing Removal Project



Andy Graham (CCF WA), Lenore Brooks (Brooks Hire), Rod Findlay (Downer), Peter Woronzow.

Excellence in Civil: Project value greater than \$150 Million
(sponsored by Brooks Hire): Armadale Access Alliance –
Armadale Road to North Lake Road Bridge Project



The Armadale Access Alliance team.

**2022 WA Judges' Award: SRG Global – 20ML Karratha
Water Tank and Associated Works**



Peter Rowles (judge), Peter Eastlake (judge), Daniel Everett (SRG Global), Sam Pearce (SRG Global), Mike Morris (judge), Gil Alexander (judge).

Maritime Constructions wins \$70 million dredging contract

CCF WA Member Maritime Constructions has been awarded a \$70 million, six-year contract for the maintenance dredging of the WA's 38 maritime facilities.

Annual sand bypassing at the Dawesville and Mandurah ocean entrances, which mechanically moves sand to mimic coastal processes and provide safe navigation, will also be undertaken by the company.

Transport Minister Rita Saffioti said the contract was one of the biggest and longest contracts the Department of Transport would award.

"The work carried out is absolutely essential to sustaining our maritime and tourism industries," Minister Saffioti said.

"The State has 38 maritime facilities and it's essential we maintain safe navigational depths and access to the open ocean, including for emergency services.

"This is a significant contract that will see Maritime Constructions play an important role helping DoT to keep people safe on the water and provide well maintained maritime facilities to empower a thriving community across WA."



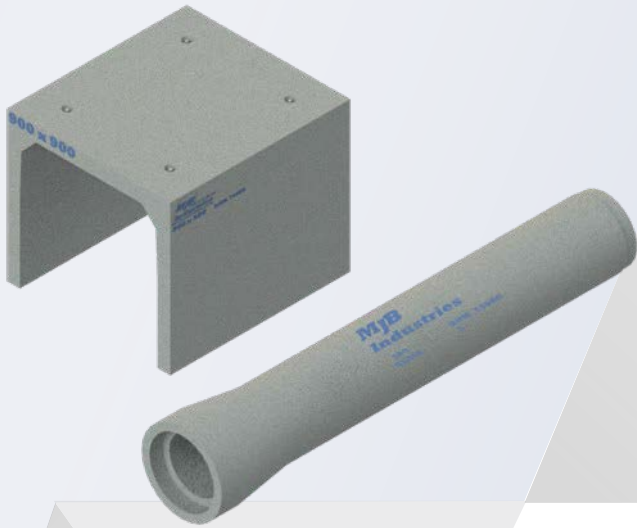
One of Maritime Constructions' cutter-section dredges.

Same exceptional service, convenient South West location



With a growing demand for heavy machinery in the State's south, Mayday Rental has expanded into the South West region by opening a second branch in Busselton.

An extension of Mayday's Perth head office, the South West home base provides clients with the convenience of a local depot, along with the same routine maintenance and rapid response times that metro clients experience.



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MJB continues to be a major supplier throughout WA, using its own transport division to supply to Kununurra in the North and Esperance in the South.

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Veolia expands water footprint with Allpipe acquisition

The ability of small contractors to come up with technological and technical innovations is highlighted by the acquisition of Western Australian trenchless solutions specialist Allpipe Technologies by global company Veolia. By **John Feary**

The acquisition of Perth-based trenchless construction company Allpipe Technologies by international water and wastewater giant Veolia demonstrates yet again the ability of many small contractors to deliver important innovations to industry.

Veolia, Australia's leading environmental services company, announced the acquisition of the specialist sewer network maintenance company in May.

CCF WA Member Allpipe is working together with Veolia, utilising its local assets, existing management and site personnel.

Veolia said Allpipe's established position as a provider of trenchless solutions in sewer network maintenance would be the key to expanding its water network services to Western Australia for the first time.

The group's waste and wastewater treatment, asset management, reuse, recycling and network services in Australia help utility providers and businesses to preserve and secure water supply. This is underpinned by the significant investment in the largest type of Jet Vac recycler drain cleaner in WA.

Sam Miller had similar aims when he founded Allpipe Technologies in Perth about a decade ago.

An Australian by birth, Mr Miller had moved back from the United

Kingdom with his family. He recognised the expertise he had gained over many years working for a large international drainage company, including senior project management and engineering positions in the USA and Middle East as well as in Europe, could make a significant contribution to the Western Australian civil construction industry.

Allpipe quickly established itself as a leader in the repair, maintenance, and inspection of drainage systems by utilising cutting-edge technology and workforce skills to assess problems and develop the most efficient pipeline solutions.

The company has been influential in the growing use of technologies such as pipe point repairs (No Dig techniques), hydro excavation to locate existing underground services, vacuum and high-pressure water jet systems for pipeline blockages, and remotely controlled camera inspection of pipes and drains.

"We like to see ourselves as innovation leaders in the trenchless pipe rehabilitation industry in WA," Mr Miller said.

Generally, he said, Allpipe needed to demonstrate the benefits of enhanced safety, lower task costs and quicker completions from its up-to-date trenchless equipment and techniques to convince new customers of the advantages.

"As a small contractor in a competitive market, you are always looking at introducing new technologies to bring better value to your clients whilst giving you the edge on your competitors," he said.

General Manager Courtney Hillier agreed the industry had been quick to see the advantages of not having to carry out open excavations, especially on new developments with multiple services and new roadways, pathways and other infrastructure.

Mr Hillier, who joined Allpipe in 2019, also brought international experience to the Perth company. He had worked in the drainage sector for a South African company for 10 years, managing multiple disciplined drainage teams out of the company's office in Durban before deciding to move down under.

"Often, clients are looking for a non-standard solution. We can offer and contribute to finding a workable solution," he said.



Courtney Hillier (left) and Sam Miller (right).



Allpipe Technologies on site at Elizabeth Quay

“Whether it be in-house testing on various configurations, looking at overseas markets for new technologies and using our current network of expertise and contacts, more often than not we come up with a solution.”

Allpipe’s reputation for delivering services on time, within budget and in safety has enabled it to build a customer list that includes lead State Government agencies including the Water Corporation and local council as well as blue chip companies.

Mr Hillier assured Allpipe’s existing clients the change of ownership would result in a “business as usual approach” – with the advantage of introducing Veolia’s extensive network and considerable resources.

With its workforce of 20, Allpipe is now part of a global enterprise comprising nearly 220,000 employees worldwide and recording consolidated revenue of €28.5 billion in 2021.

“As a small contractor in a competitive market, you are always looking at introducing new technologies to bring better value to your clients”

- Sam Miller, Allpipe.

Daniel Spiller, Veolia’s chief operating officer for water, said the decision to acquire Allpipe enabled the group to combine local knowledge with global expertise in an exciting step that has increased the scope of its broad range of services.

By combining the assets of the two businesses, it would open up new opportunities for sustainable water management activities and strengthen Veolia’s position as the Australian leader in water solutions.

“With our existing industrial services and waste activities, the expansion of our water business will complete our ability to drive a full complement of solutions for customers,” Mr Spiller said.

“Working as part of our network services business, the acquisition will bring new opportunities to drive innovation and whole-of-life network solutions.”

Mr Hillier will continue to lead the Allpipe team on a permanent basis within Veolia, whilst Mr Miller said he would stay on indefinitely in a supporting management role with a particular focus on driving new technology into the group.

The wealth of knowledge held by Allpipe’s executives would be an asset to Veolia throughout the transition, Mr Spiller said.

“There are strong synergies between our organisations and a shared commitment to building a successful relationship that benefits our customers,” he said.

“Veolia already operates similar businesses on the east coast, so the opportunity to expand in Western Australia by combining with some local expertise was too good to miss.

“I’m confident it’s the start of a long and successful engagement for Veolia’s water business in Western Australia.”



Georgiou celebrates 45 years in business

A bridge beam lift on Georgiou's recent Karel Avenue Upgrade Stage 2 project

In August, national building and civil construction company Georgiou Group celebrated 45 years in business, having come a long way since their humble beginnings in 1977. The Georgiou Group we see today reflects the sheer determination, aspirations and pioneering innovation of its founding director and owner Spiro Georgiou and inaugural CEO for 20 years his son, John Georgiou.

His enduring legacy – leading by example, mentoring, demanding excellence, taking a genuine interest in employees, and always ensuring they could provide for their families – is firmly entrenched in the Georgiou ethos.

CCF WA Member Georgiou is proud of its people, values its relationships and always puts the team's wellbeing front of mind. Setting high standards and expectations, Georgiou continually develops its employees and rewards hard work and excellence.

"Being a family business, it's great to look back on how far the company has come and celebrate where we are today. Some 45 years ago, I don't think we could've ever imagined we'd be operating a strong Australian, mid-tier construction company across three major states delivering infrastructure for the largest government departments in each state," explains Chairman John Georgiou.

A key to the company's success has been characterised by solid relationships with repeat clients and a strong culture underpinned by treating each other as family.

"When you look at our workforce, it's a mix of people who have been with the company for 20-plus years to those who started their careers as cadets and have worked their way up the ladder. We've invested heavily in developing our people and supporting them through all stages of their careers whether that's through flexibility and family-friendly policies or exposing them to larger, more complex projects across the company. Treating each other as family means we care and look out for each other and we extend that relationship beyond our team but to their families as well," explains Mr Georgiou.

Mr Georgiou said a true reflection of just how far the company has come over four decades.

"We made the strategic decision to push the business from Western Australia onto the East Coast, opening an office in Queensland in 2008, Victoria in 2009 and then New South Wales in 2015. The National strategy over the past seven years has really brought significant strength to the company with our East Coast operations now representing more than 50% of our annual turnover," he explains. "Having a company with work stretching across the country has enabled us to provide significant work opportunities to our people, regardless of where state government spending is allocated. For example, we saw significant infrastructure expenditure in Sydney and Queensland so our WA teams mobilised and headed east to support the business while exposing themselves to larger, more complex projects with different clients.

"At the end of the day, our business is people and we have incredibly talented teams who live our vision statement which is to be 'the best people to work with.'"



Spiro Georgiou (right).



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Melchor names new Chairman

CCF WA Member Melchor Contracting has appointed Ric Buratto as Chairman.

Mr Buratto has more than 40 years of contracting experience in the civil, resources and infrastructure sectors, having enjoyed a distinguished executive career at various ASX listed companies including Thiess, Decmil, and NRW.

Mr Buratto holds a Bachelor of Engineering (Civil) (Honours) from The University of Adelaide. He has extensive leadership and management experience in engineering, mining and construction across a wide range of disciplines including earthworks, marine, civil, structural, mechanical and piping construction, as well as maintenance and shutdown execution.

As Chairman of the Melchor Contracting Board, Mr Buratto's skills, network, and extensive experience working on some of the largest and most complex construction and engineering projects in Australia will support Melchor Contracting to achieve its strategic objectives.

Peter Moore CEO of Melchor Contracting stated "On behalf of the leadership team of Melchor Contracting we are delighted that Ric Buratto is our new Chairman. We look forward to working with Ric and the Directors as we continue to grow. Melchor Contracting's goal has always been clear; we want to work with good clients and increase the capability of the business in the Civil, Resources, and Infrastructure sectors here in Western Australia. Our reputation is built around strong client relationships, honesty, and team integrity, creating a conducive and collaborative working environment for our clients and employees. This approach has allowed the Melchor Contracting business to grow and become a 'contractor of choice' with our clients, suppliers, and sub-contractors".



Georgiou's new GM Operations

National building and civil construction company Georgiou Group is delighted to announce the appointment of Tony Ricciardello as General Manager – Operations for their WA infrastructure business.

Effective September 1, Mr Ricciardello will work alongside Executive General Manager Steve Tennant as the company builds on their 45 years' experience in the infrastructure sector in WA.



Marra resigns, Mudford acting CEO

DevelopmentWA CEO Frank Marra has stepped down. Mr Marra said it had been a privilege and an honour to serve as CEO of DevelopmentWA. "I have been afforded many memorable moments where we have literally shaped this State for the future," he said.

Chief Operations Officer Dean Mudford has been appointed Acting CEO while a formal recruitment process is undertaken.



Civil projects on display at Water Corporation

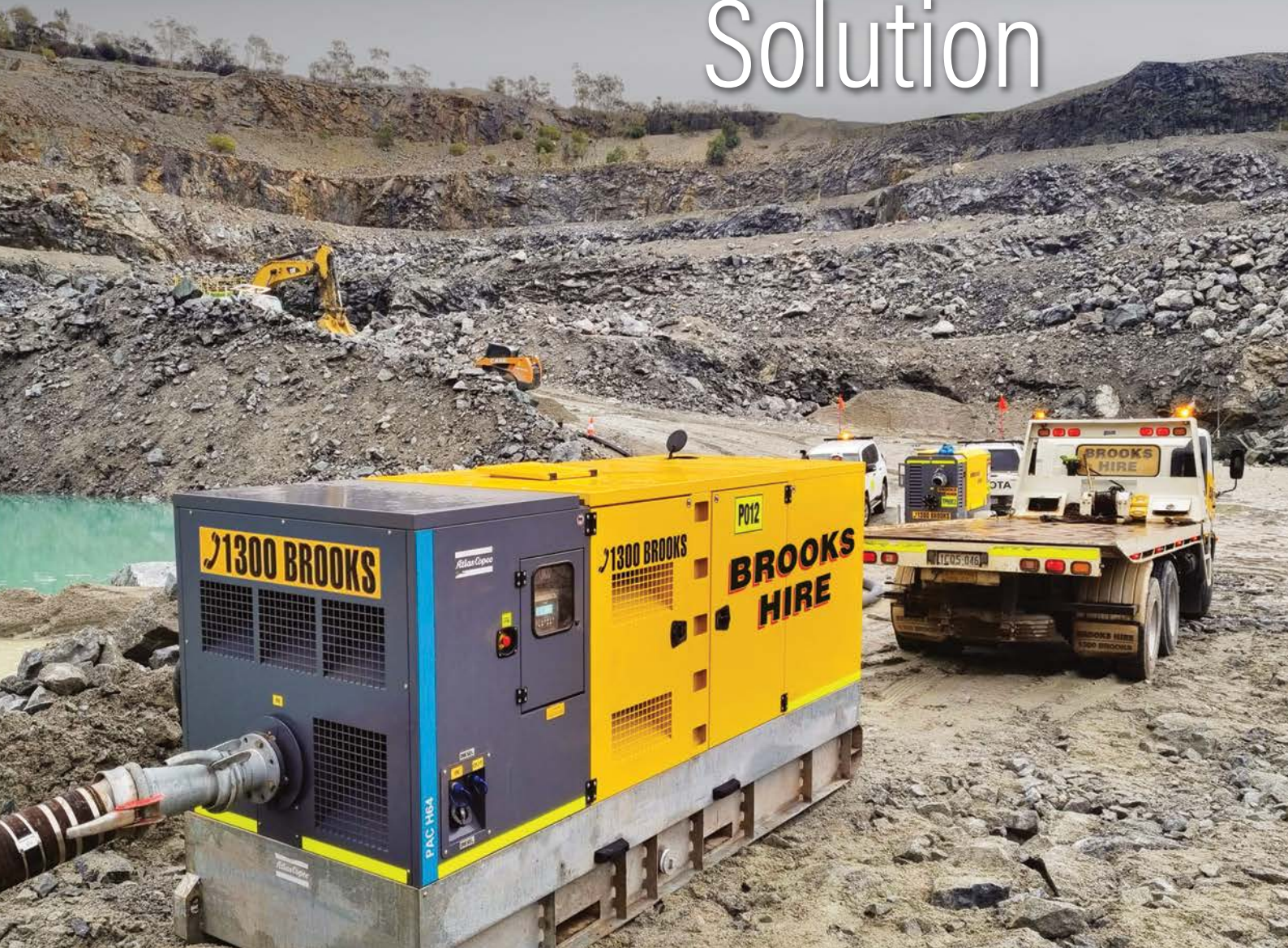
Four CCF WA Earth Awards finalists' project videos are on display on TV screens around Water Corporation's Leederville offices. These projects include DM Civil's Roleystone DN60 Pipe Replacement, Georgiou Group's Osborne Park Drain Upgrade Stage 2, Rob Carr's Gnangara Branch Sewer Section 2 and SRG Global's 20ML Karratha Water Tank. All four Water Corporation projects were scored very highly by the Earth Awards judges and are certainly worthy of the recognition, with Rob Carr taking home the Award for Excellence in Civil Construction: \$5M – \$10M, and SRG Global presented the 2022 Judges' Award.

The screens are located outside the Assets Planning and Delivery Group General Manager's Office and within Water Corp's Project Management Business Unit and Engineering Business Unit. A representative of Water Corporation said: "the screens get a lot of foot traffic and we have received great feedback."

The videos are also available on CCF WA's Youtube Channel; just search for 'Civil Contractors Federation WA'.



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Another 150 wage subsidies for mature age apprentices

The Mature-Age Wage Gap subsidy program has just been extended. This is big news for anyone hiring mature-age apprentices. Here's what you need to know.

Heard of the Mature-Age Wage Gap Pilot Program? If you employ apprentices in WA, it's something you'll want to know about.

Almost half of all apprentices in WA are employed in the construction industry and this talent pool is becoming increasingly varied. Mature-age apprentices add to this diversity by bringing a wealth of skills, experience, and enthusiasm.

However, they are also more expensive. This additional cost is because the rate of pay for a junior apprentice is less, arguably making them a more appealing employment option for construction businesses.

To create a skilled, sustainable construction workforce for WA, we need to support these mature-age workers and their employers.

That's why Construction Training Fund (CTF) launched the Mature-Age Wage Gap (MAWG) subsidy pilot program last year.

One year on, and with a clear demand for mature-age worker funding, the program has been extended. Here's what it means for WA construction workers and employers.

What is the Mature-Age Wage Gap subsidy pilot program?

CTF's MAWG subsidy is a pilot program designed to offset the wage gap when employing apprentices over the age of 21.

Launched in January 2021, the program funded the wage gap between the award rates of mature-age and junior apprentices across a range of trades.

It was a win-win for employers and employees, as Rob Berryman, CTF's Director of Skills Development, explains.

"Not only did construction employers receive funding to offset their additional wage costs, but 166 mature-age workers were supported in entering the construction industry."

"The pilot program also helped drive more diversity in the sector, with 11 Aboriginal

and Torres Strait Islander and 31 female apprentices participating – a great step forward."

The speed at which places were filled demonstrated a clear demand for more mature-age funding support. So, on 1 July 2022, the Mature-Age Wage Gap Pilot Program Extension ('MAWG extension') was launched.

Into the next phase: the MAWG extension

Another 150 mature-age wage gap subsidies have been made available through the extension. CTF is funding these places, with an average of \$25,000 over the life of the apprenticeship, per apprentice.

130 places are available across the nine trades eligible in the original pilot program. As part of the extension, civil construction apprenticeship has also been added to the list of trades.

An additional 20 places are designated for electrical apprenticeships through the Group Training Organisation (GTO), Electrical Group Training.

"Including civil construction to this extension program will help support these mature-age workers and their employers, especially in light of current skill demands," explains Rob Berryman.

"Now is the right time for those considering entering the construction industry to get on board. And with CTF's recently announced Apprentice Tool Allowance program, providing up to \$500 for the purchase of new tools and/or safety equipment, there is more funding support for mature-age apprentices than ever before."

With WA's skills shortage still very much in play, supporting and encouraging these mature workers to the industry is critical for long-term sustainability.

MAWG extension encourages diversity in the electrical sector

Part of creating a more sustainable construction workforce is ensuring diversity and inclusivity. And with Australia's electrical services sector experiencing a shortage of skilled workers and a decline in the

completion of electrical apprenticeships, CTF is working hard with industry to help fill this void in WA. Creating employment pathway opportunities for people from all walks of life is one way of doing that.

As a result, the 20 electrical places in the MAWG extension are exclusively reserved for female and/or Aboriginal and Torres Strait Islander peoples over the age of 21.

These places are available through Electrical Group Training, the largest employer of electrical apprentices in WA, and apprentices must be on a 48-month contract.

To find out more about electrical places in the MAWG extension, please visit www.ctf.wa.gov.au

Who is eligible for the MAWG subsidy?

These 150 mature-age apprenticeships must be signed into a 36-month duration. The exceptions to this are the concreting apprenticeship (24 months), electrical, and plumbing and gas fitting apprenticeships (48 months).

To be eligible, apprentices must:

- Be over 21 years of age;
- Be training in one of the eligible construction trades;
- Commence a new apprenticeship after 1st July 2022.

For the full list of eligibility criteria, please visit www.ctf.wa.gov.au

There are also eligibility criteria for employers and GTOs, including that they must have had an apprentice or trainee successfully complete within the past five years.

Funding through this program is limited to a maximum of three apprentices per employer, and a maximum of ten apprentices for GTOs. To find out more about eligibility criteria and to apply, please visit www.ctf.wa.gov.au

Applications close on 30th June 2023, or sooner if all 150 places are filled, subject to availability.

With CTF's commitment to the MAWG extension, we know more mature-age workers will be supported to enter our industry and help create a skilled, sustainable construction workforce for WA.



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FOUNDATION ENGINEERING

MULTI-UNIT DEVELOPMENT, 147 HASTINGS STREET SCARBOROUGH

Client/Principal: Welink Group

Foundation Engineering was responsible for providing an alternate shoring system using steel piles and chemical grout injection for the development of a series of dwellings on the Scarborough beach front. This shoring system was to support the excavation at the site as well as provide adequate bearing for the new structure. Additionally, the piles were used to facilitate the shotcrete wall installation by simply tack welding the wall reinforcement to the steel piles.

When they were approached by the client who was seeking a solution to provide ground stabilisation support as well as functioning as piling supports for the new structure, Foundation Engineering realised the job was not going to be easy to design.

Due to the sloping nature of the site, some piles were required to support the existing structures either side of the property during the excavation. However, there were other sections of the site that required the piles be exposed up to several metres. The installation rig required was able to handle the tricky site conditions resulting from having such a steep, sandy surface. In comparison, a traditional CFA pile installation rig would have struggled to install concrete piles along such a steep run.

The concept of using steel piles as a retaining system in lieu of typical CFA piles was the first of its kind to Foundation Engineering's knowledge. The ability to have a faster install time for the piles, then a

minimal curing time for the grout allowed for the project to save time and resources. This system was perfect for this project site due to the stepped nature of the construction.

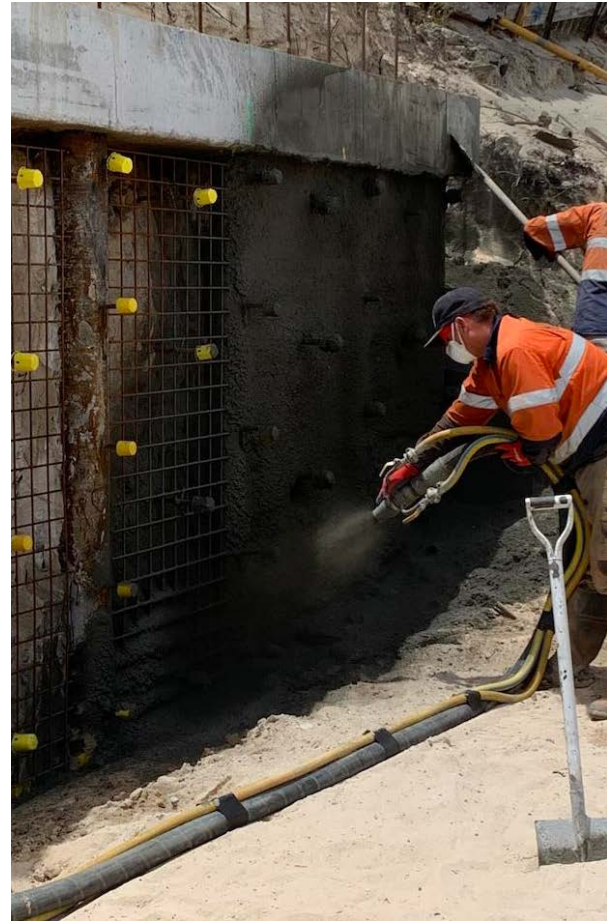
Not only was there a time saving element in the installation of the piles; the time saving properties of the system continued through to the forming up of the shotcrete. The fact that the steel reinforcement could simply be tack welded to the steel piles simplified the whole shotcreting process.

In order to ensure that the system could be implemented, a series of tests were done in a controlled environment to ensure the grout would bridge the gaps between the piles. The installers were able to familiarise themselves with the process and the results showed a positive indication that the conditions at the Scarborough address would be suitable for this system.

The process of installing screw piles generates no spoils or waste overburden, as opposed to the traditional 10% allowance for wastage using concrete. Any pile off-cuts can be taken off-site for reuse on other projects.

Screw piles are significantly faster (typically by a factor of two) to install than bored piles and therefore are able to accelerate the critical path of a project. Due to this accelerated critical path, the client was able to produce the shotcrete walls earlier than anticipated.

Screw piles are significantly faster (typically by a factor of two) to install than bored piles and therefore are able to accelerate the critical path of a project.



**FOUNDATION
ENGINEERING**





BMD URBAN & CITY OF KALAMUNDA

STIRK PARK DRAINAGE UPGRADE

Client/Principal: City of Kalamunda

BMD Urban was engaged by the City of Kalamunda to deliver the Stirk Park Pond and Drainage Upgrade project. The project involved an upgrade to increase the lake's size by almost three times its original, from 370 to 1380 cubic metres, while also improving the drainage and flow of the lake.

Works required pumping and draining of the pond to install a new base and liner, Ecosol storm pit and box culverts, extension of the existing lake, further improved downstream erosion controls through filling in scours and installation of rock weirs at regular intervals, as well as minor landscaping and rehabilitation works.

During construction of the biofiltration garden bed, BMD found a large deposit of bentonite white clay. Through consultation with a geotechnical engineer, it was determined that the benefit of pouring concrete was not going to outweigh the benefit of using the existing material on site to line the pond basin. The bentonite was excavated to be reused as a waterproof, flexible substitute for the concrete liner. There were no separation issues, and the reused liner delivered an environmentally friendly result in addition to the considerable saving of time and cost which was passed onto the client.

In consultation with the client, BMD also reused all the excavated natural granite rock as additional lining of the creek to create more habitat.

The project's technical complexities came in the latent conditions

experienced. BMD's expertise in the water and wastewater sector allowed for collaboration with the client and innovative approaches to constructability, scope changes and redesigns. The project was delivered under budget and two weeks ahead of schedule as a result of the combination of smart solutions and scope savings, together with BMD's high performance and exceptional staging.

BMD's focus on program involved constant monitoring through forensic reviews of the 'as planned' and 'as built' contract schedule. In combination with a detailed review of the contract, this ensured the project position was always maintained. In parallel with the internal review and analysis, BMD's collaborative approach ensured consistent and open dialogue with the client. BMD informed the client of all challenges and corresponding actions, and delivered innovative strategies to minimise the impacts of the external factors and deliver a commercially successful project.

The new infrastructure for the lake was delivered to the highest technical standards while prioritising the local community and looking after the surrounding environment. BMD retained existing mature trees, reused materials and preserved the local turtle habitat through a relocation program. The upgrade delivered by BMD has significantly increased amenity value to the park by providing considerable benefits to the community, with families expected to make full use of the park once additional upgrades to the Stirk Park masterplan is complete.



The new infrastructure was delivered to the highest technical standards while prioritising the local community and looking after the surrounding environment.





ENVIRO INFRASTRUCTURE

BRIDGE 0601A

Principal: Main Roads Western Australia

Enviro was appointed by Main Roads as head contractor for the major structural replacement of Bridge 0601A, over Salt River in the Shire of Bruce Rock. Stage One of the project involved the construction of a temporary side-track and demolition of the existing timber bridge structure, and Stage Two the construction of a new culvert structure to replace the bridge.

Main Roads requested a temporary track be provided to the side of the existing bridge for use during construction. The track provided a single 4.5m-wide lane and allowed for barriers on both sides. Three 600mm pipe culverts were installed in the track to allow water flow during construction. For the temporary culverts a steel culvert element was used to minimize cost to the Principal and mitigate COVID-related supply chain issues. Once the temporary track was constructed, the existing structure was demolished, and the new bridge constructed in a single stage.

Prior to mobilization the site was subject to the heaviest rainfall in over a decade, and the site footprint subsequently flooded. Enviro had to completely redesign its dewatering and delay mobilization for over six weeks due to this high flow environment.

This was the first project which Enviro had delivered working under the MRWA Major Works specifications. This upgrade in specification requirements was a significant learning curve for our team, particularly on the rigorous quality reporting and project administration.

Enviro (as a Main Roads structures panel contractor) coordinated the negotiations between Main Roads, the Shire of Bruce Rock and the designers (AECOM) to ensure that all applicable engineering management requirements were met and all parties' assets and operations were protected for the duration of works. The bridge's

location on the major heavy haulage transport artery between Perth and the Wheatbelt meant detailed traffic management planning had to be undertaken, particularly for the period where the temporary side-track was in use. The site's footprint also extended into the ARC Infrastructure rail reserve, meaning detailed consultation with the track operator was required prior to construction commencement.

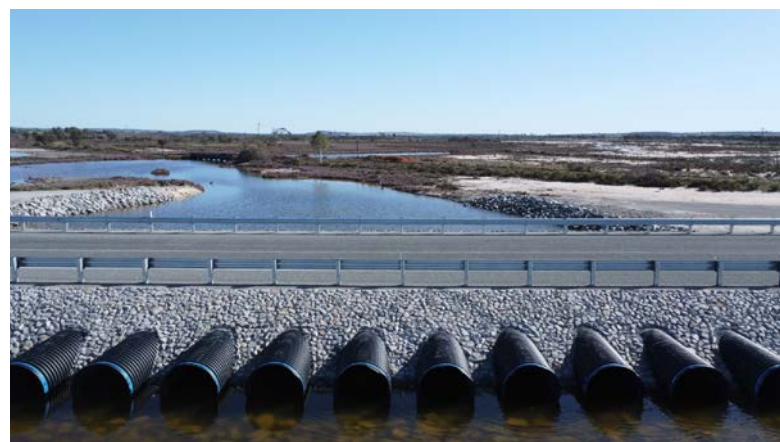
Adding to the project complexities, the HDPE culverts specified were manufactured to order in the United States, with an expected 20-week lead time even before the onset of COVID-19 supply chain constraints.

HDPE pipes were adopted due to the high salinity at the bridge site. Alternative options for the replacement to account for the high salinity nominated by the designers included reinforced concrete boxes with fibre reinforcement or stainless steel pipes. These alternative options were assessed not cost effective when compared to HDPE.

COVID-related supply chain disruption, combined with significant industrial action at Fremantle Port, caused shipping delays on multiple dispatches of Enviro's HDPE pipe order from the USA. Enviro's project management team revised the delivery schedule and deployed project teams to alternative sites at the request of Main Roads to mitigate any additional mobilisation costs and keep the project on budget. We relentlessly pressed the American suppliers and freight forwarders to expedite the shipments, allowing for site mobilisation in late 2021.

Two apprentices were employed for the duration of the project – both in the carpentry field, and both recruited from the Great Southern Region. These two apprentices started their career with Enviro on this project and are both now working on MRWA bridge projects across the state.

Enviro's project management team revised the HDPE culvert delivery schedule and deployed project teams to alternative sites at the request of Main Roads to mitigate any additional mobilisation costs and keep the project on budget.



The site's significant bypass-dewatering requirements meant additional control measures including regular monitoring, demarcation and exclusion zones and fauna clearances were required to be undertaken throughout the project delivery. Enviro installed temporary stormwater infrastructure to ensure no contamination of nearby waterways whilst civil scopes under the bridge were executed, and to ensure safe passage for wildlife until the new drainage pits and pipework was installed. Environmental delineation markers were erected around the site to demarcate the approved works footprint, and no breaches of this boundary were recorded in the five months of project delivery.





NEO CIVIL

MERSEY POINT GRANITE SEAWALL

Client/Principal: City of Rockingham

Completion of works on the Mersey Point Granite Seawall project were crucial to protecting one of the most vulnerable parts of the City of Rockingham's coastline.

Neo Civil's scope of works under this contract included:

- Demolition and removal of existing limestone seawall;
- Earthworks, excavation, backfilling and compaction related to upgrade/extension of the seawall;
- Construction of the seawall as per the drawings and the specification;
- Construction of beach access stairs as per the drawings and the specification.
- Design and construction of screw pile foundation as per the specification and required performance criteria.
- Footpath reconstruction.
- Foreshore fence installation.
- Mulching.

The coastal protection efforts at Mersey Point involved extensive work on the western end of the seawall, with construction taking place along the stretch of coastline that is located on Arcadia Drive near Pengos Café.

This part of the project involved the removal of the existing temporary limestone seawall, which was replaced with a new 400m granite seawall. The existing limestone seawall and timber beach stairs were replaced with a new 400-metre granite seawall and steel beach stairs.

Neo identified early that the clearing allowed for some sections of the works was insufficient for the project. The City were advised of this issue and Neo requested the City apply for a clearing permit to encompass the affected works areas. Unfortunately, the timeframe required for a revised clearing permit from DBCA/DWER would cause a considerable delay to the proposed start of the works.

To avoid any delays, the methodology and sequencing was immediately revised. Neo changed the approach to the construction of the seawall toe by placing the rock from the top of the batter. There would not be a requirement for clearing and there would be minimum impact on the surrounding zones.

The project required a cofferdam to be constructed and the site dewatered below sea level. This was a challenge as during construction the cofferdam was subject to storms, wind and swell - it was imperative that it was built fit for purpose. The cofferdam withstood these events and Neo's methodology resulted in no issues related to the cofferdam.

The cofferdam was a critical element for the project and a major challenge despite Neo's long experience with coastal works. As the work area bordered a marine park, the design had to meet environmental requirements.

Neo's methodology involved placing rock at the seaward face of the dam, constructed and deconstructed in approximately 50-metre sections.

It became apparent that staging of the works needed to be flexible but



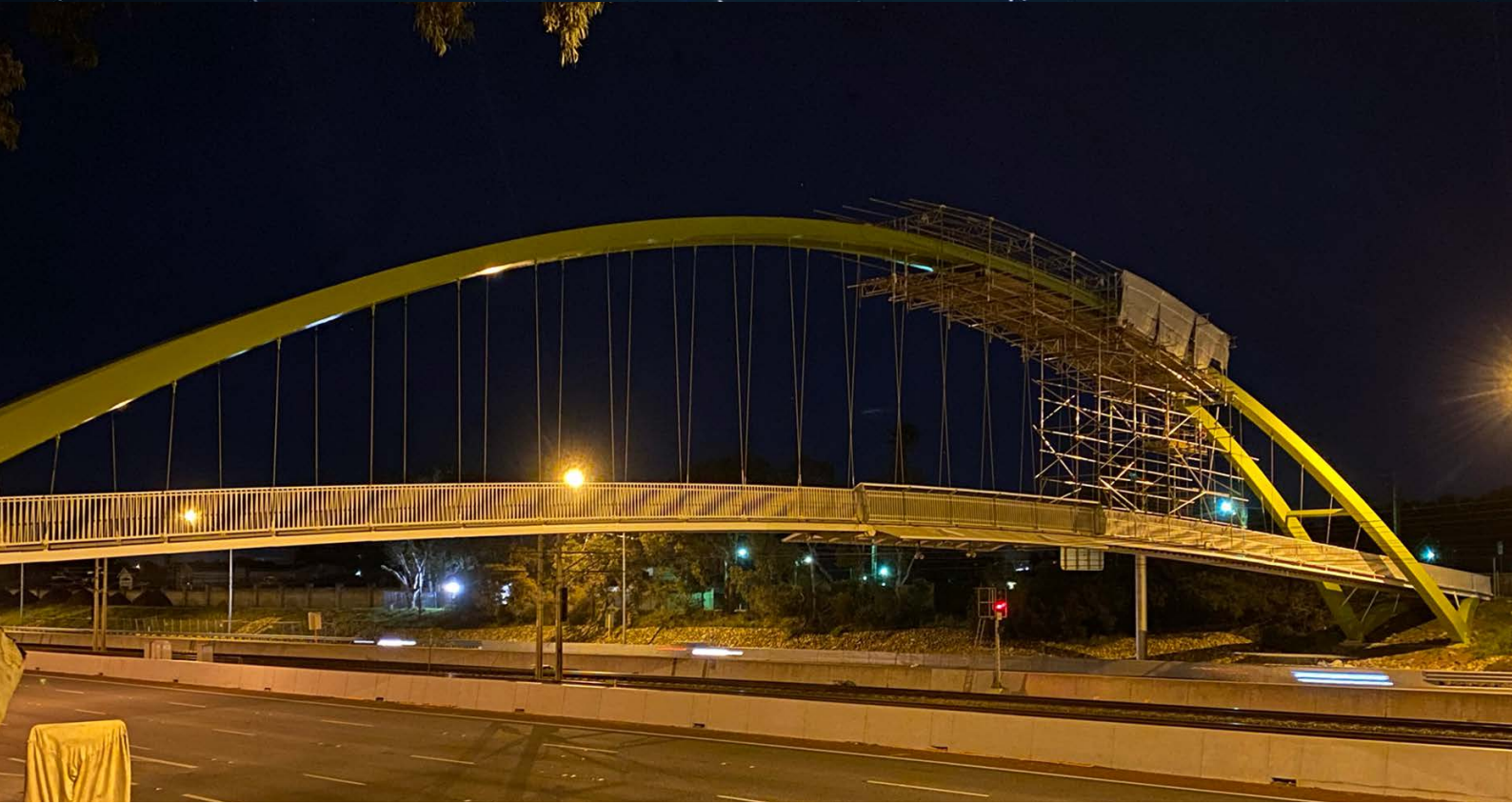
not impact on critical path elements. An example of potential impact was when, due to a technical query, there was an unexpected wait time for the new stairs to be on site.

Effective traffic management was crucial to provide access for local residents and mitigate any potential interactions between vehicles/ pedestrians and rock trucks. The project was located on a small footprint in a busy area – local businesses and activities could not be impacted, and access to the beach was required.

The company delivering the granite rock to site backloaded the limestone from the old seawall and took it to be recycled into another project in Point Peron. Strict adherence to the Environmental Management Plans and Neo's environmental procedures resulted in no environmental issues on site and no impact on the marine park.

NEO Civil
Civil Engineering Contractors





ENVIRO INFRASTRUCTURE

HECTOR STREET FOOTBRIDGE REFURBISHMENT

Principal: Main Roads Western Australia

Main Roads engaged Enviro Infrastructure as head contractor to undertake remedial works to this single span steel arch suspension bridge, which spans the Mitchell Freeway and Joondalup rail line in Osborne Park.

Enviro's scope of works included protective coating maintenance, weld inspection testing and repairs, and deck plank end repairs.

The project required sustained partial closure, full shutdown and isolation of both the freeway and the rail line, including the overhead live equipment (OLE). Enviro is highly experienced in both the Main Roads and PTA networks, with a track record of delivering high risk projects with road/rail interfaces, and with the capacity to direct manage the PTA's rail access requirements.

Upon project award, Enviro began a comprehensive design analysis and risk identification program which involved the principal, the independent verifying engineers (AECOM), the PTA and Enviro's internal engineering team and contractors. In over 10 years of delivering road and rail projects for Main Roads and PTA, Enviro considered this their most technically challenging project yet.

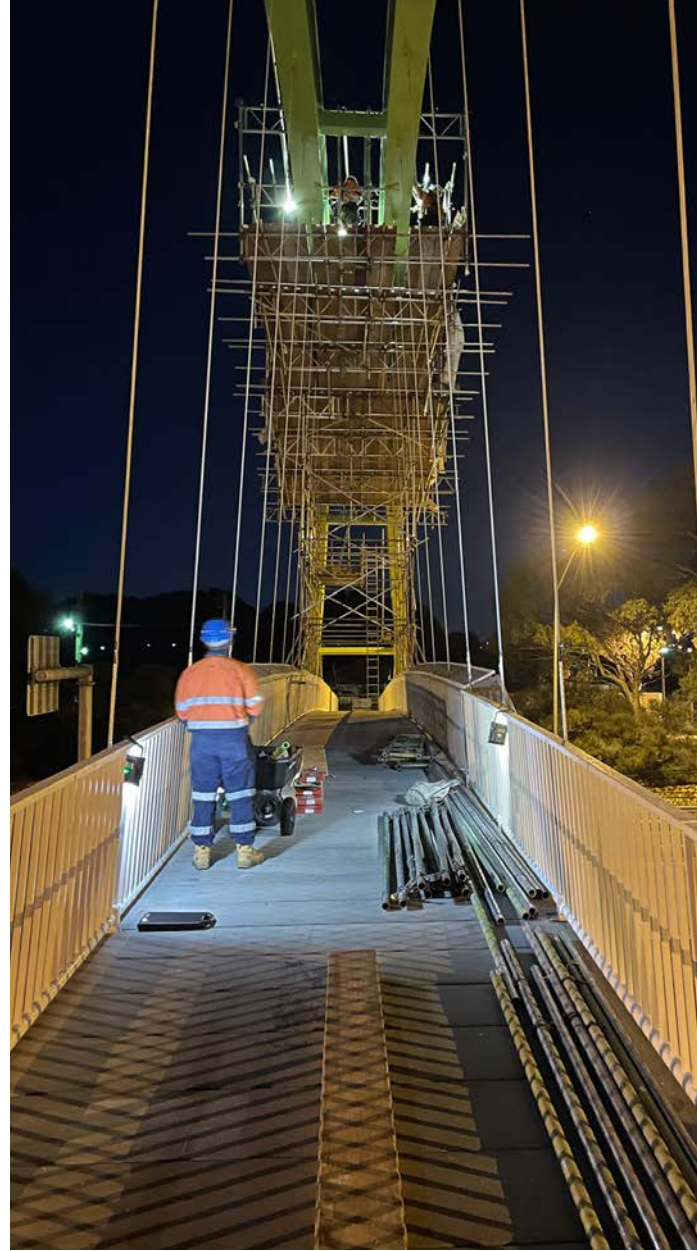
Detailed planning for the project included the comprehensive design of a full encapsulated suspended scaffold for the structure, which not only had to be engineered to withstand wind loadings of the exposed location, it also required earthing and bonding design to mitigate risk of electrical energy transfer from the OLE. Enviro and its key

subcontractors collaborated to develop a scaffold structure which provided nearly 100% encapsulation of the abrasive blasting materials, preventing any impact on road and rail users or assets.

Due to the height and location of the structure components, detailed structure and decking bearing calculations were undertaken to determine what size sections of scaffold could be installed and safely worked (considering garnet and equipment loadings). Installation schedules were built back from these calculations, and aligned with concurrent rolling lane closures of the freeway and shutdown/isolations of the rail line. The resulting design and delivery program stipulated 97 individual nights of freeway or rail isolation, requiring Enviro's Track Protection Officers and traffic management teams to consult heavily with PTA rail access teams, overhead isolation teams and integrate with three other projects already delivering major traffic works on the freeway lanes.

Once the scaffold was installed and verified as encapsulated, trade teams worked continuously over seven months to blast and paint the structure, without spilling or leaking any abrasive garnet, paint or ancillary equipment onto the freeway or rail reserve below.

The project was executed at the busiest time on the PTA network in recent history, with Metronet and other major alliance projects causing a backlog of works and near gridlock on access to the network. As a result, Enviro had to forecast works



Enviro's project and rail managers were in a near constant state of schedule and methodology modification.

staging more than 13 weeks in advance to submit access applications, which were often rejected or reduced one to two weeks in advance of works execution, meaning the Enviro's project and rail managers were in a near constant state of schedule and methodology modification.

The highest risk environmental factor on this project was the contaminated waste garnet. Despite no lead paint being present on the structure, all waste garnet was heavily contaminated with over 40 years of redundant coatings. This waste garnet was diligently collected using a series of extractor fans and chutes and placed into bulka bags for transport. All waste garnet removed from site was taken to an inert waste recycling facility in Kwinana where it is treated prior to disposal at a secondary licensed area.

The project was delivered over almost seven months onsite, all works being nightshift. Enviro developed a detailed project COVID management plan, which included redundancy in staff during periods of COVID isolation, and remote working capacity for project managers.





DM CIVIL

ROLEYSTONE DN760 PIPE REPLACEMENT

Principal: Water Corporation

The Canning Dam water mains are an element of the state's Integrated Water Supply Scheme (IWSS). The back feed main is a DN760 'locking bar' pipe. This 100-year-old pipe has now reached its service life and is in the process of gradual replacement.

DM Civil was awarded the contract to replace a section of the main near Butcher Road in Roleystone.

The project's anticipated complexities were the scope of work to be carried out safely on a one in three ground slope over clay soils and granite rock, working alongside an existing live trunk main supported on pedestals on the sloping section and buried in rocky ground across the farmland, where the new DN600 pipe was originally to be laid between the existing live trunk mains. There was also the challenge of maintaining access and minimising impact for the resident farmer, including livestock movement.

A third challenge was crossing Soldiers Road at depth in unconfirmed ground conditions while sequencing multiple tie-ins to the existing trunk and distribution mains.

Major scheduling milestones at the time of tender were winter weather and tie-in dates, with time windows that are controlled by seasonal water supply requirements and water supply contingency measures that are also season-related and dependent on the available

network in this area.

DM Civil's Project Manager was a driving force behind the solutions implemented for numerous unexpected challenges and complexities including:

- Construction activity during the wettest winter on record.
- Increasing the length of the bypass pipeline from 170m to 380m long, requiring the procurement of additional non-standard PE pipe at short notice. The quantity of PE pipe required had to be sourced from two manufacturers, necessitating further assessment and testing of pipe, resins and jointing.
- Transport and placement of pipe and materials down the slope of the hillside off Butcher Road down to the Canning River. The DN400 PE bypass pipe would have to travel up the hillside over 170m, with sharp rocky outcrops that would damage any welded pipe dragged over it. A solution was needed to facilitate safe pipe placement and involved the use of a second-hand roll of conveyor belt, as well as hauling the fully welded length up the slope with a 12-tonne winch and 40t HDD pulling head welded to the front of the string.
- Tie-ins having to align with allowable shutdown windows to ensure minimal supply disruption to the region.



The experienced project team were exceptional in their project management and delivery. The already varied length of the bypass pipeline was a critical service while the MSCL pipeline was out of commission. Two additional polyethylene welding technicians were trained from DM Civil's permanent staff from theoretical and onsite training during the course of the contract.

Significant safety concerns were effectively managed, included working on steep slopes for people, plant and machinery, working in proximity to live water mains, weather conditions and environmental changes due to unprecedented rainfall and ensuring that livestock were kept isolated from the work.

Given the environmentally sensitive nature of the project, successful strategies had to be considered for protecting the Canning River from siltation and weed infestation, minimising any impact to the riverbed and banks for the new MSCL pipework, ensuring no additional clearing was required along the construction corridor and isolating the land owner's livestock from moving plant and machinery, as well as ensuring containment within their paddocks.

The most significant stakeholder, the resident of the property where the project took place, was highly accommodating. His property access was the only one available to enter the works and he had livestock that needed protection from construction activity. DM Civil was able to provide assistance for a new retaining wall and dividing fence at his request.

DMC
dmcivil.com.au



ROB CARR & WATER CORPORATION

GNANGARA BRANCH SEWER SECTION 2

Principal: Water Corporation

The Water Corporation is in the process of significantly upgrading the sewer network in Perth's northern suburbs. Rob Carr was engaged to construct a new branch sewer along Lancaster Road adjacent to Wanneroo Road through to the intersection of Parri Road and Regali Way in Wangara.

Rob Carr's specialist capability in microtunnelling and detailed complex civil works, along with its management of Water Corporation panel member subcontractors for the plastic welding works was an essential part of the winning formula for the Gnangara Branch Sewer Section 2 Project.

To facilitate the installation of the new branch sewer, Rob Carr constructed 1,455m of DN1000 gravity sewer by microtunnelling and open trench excavation using glass reinforced plastic (GRP) pipe. The gravity sewer construction also involved the installation of numerous DN1500 access chambers along the alignment.

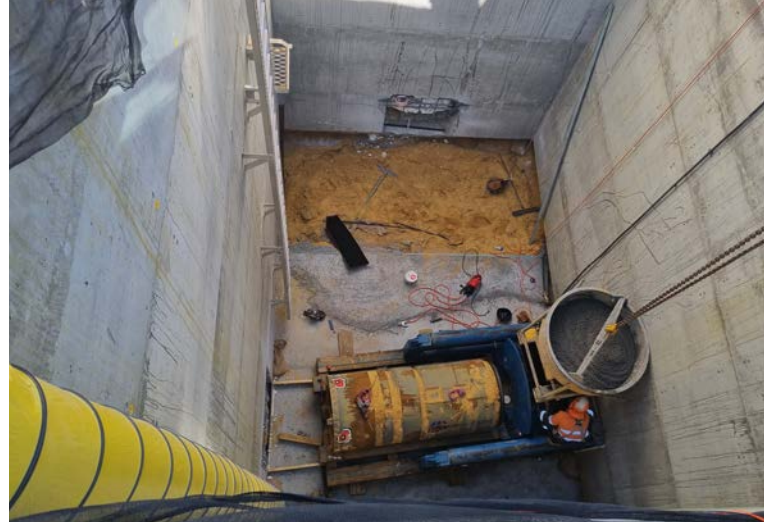
To complete the new branch sewer works, 335m of DN900 sewer pressure main was also installed via open trench excavation, using high density polyethylene pipe (HDPE).

The microtunnelling was carried out over four separate drives over 500m through ground predominantly consisting of soft to medium sand with limestone pinnacles.

The project's largest constraint was maintaining access to existing businesses and residents while constructing the large and deep sewer asset. This was at times a challenge when constructing works required long stretches of excavations to be open to allow efficient pipe installation. Rob Carr in conjunction with the Water Corporation negotiated access requirements with businesses, constructing additional access, bridging the trenches or agreeing alternate access with adjacent property owners.

The location and proximity of the existing infrastructure, in ground services and structures along the alignment itself created a number of site access and constructability challenges. To overcome these challenges, Rob Carr employed slurry pressure balanced microtunnelling for the trenchless section of the works and caisson and shoring box techniques for construction of the deep access shafts. Each method of delivery provided industry best practice techniques, mitigating the construction risk for the tunnels and shafts in comparison to other techniques within the geotechnical profile presented across the site.

Rob Carr constructed two eight-metre by six-metre rectangular caissons some 11m deep. The caissons provided a safe and structural working environment to complete the tunnelling and to later



construct the access chambers. The open cut section of the works combined the use of proprietary shoring boxes, steel plates, benching and steel universal columns to support the excavations and services.

At the connection point, the ground water table was found to be 2.5m higher than that detailed in the geotechnical report. The project team, in conjunction with the Water Corporation, was able to secure a dewatering licence for the increased water extraction and discharge within seven days of measuring the increased flow rate required to dewater the shaft.

This quick action allowed the tunnelling works to continue without delay, showcasing the collaborative team culture.

Employing a one team approach in the interest of achieving successful project outcomes, the team was able to navigate a complex and highly technical project through the COVID-19 pandemic. Whether it was providing construction excellence to maintain access for established businesses, dealing with a higher than expected water table, employing bespoke techniques to overcome technical challenges or working within restricted site footprints, the team was able to meet its industry best practice goals for the project.

The team's commitment to innovation also shone through in slurry design, local bridge construction to maintain access for stakeholders, relocation of structures for safer asset operation and unconventional launch shaft methodology, all leading to improvements in construction efficiency and better project outcomes.

The implementation of Rob Carr's robust ISO accredited HSEQ systems led to excellent health, safety, environmental and qualitative outcomes on the project.

Though the conditions were very challenging, the project was completed successfully and well ahead of the contract schedule.



Employing a one team approach in the interest of achieving successful project outcomes, the team was able to navigate a complex and highly technical project through the pandemic.





GEORGIU GROUP

OSBORNE PARK DRAIN STAGE 2

Client: Water Corporation

To keep up with growth and development in Osborne Park and surrounding areas, an upgrade of drainage infrastructure was essential to increase drain capacity and minimise flooding issues.

The project involved the installation of a new culvert under Scarborough Beach Road. The project also facilitated the construction of a new section of the drain to join the new culvert to the existing drain network.

Detailed scope of works included:

- Upgrade the existing 560m of open drain downstream of Scarborough Beach Road.
- A new five-barrel, 1,500-diameter pipe crossing Scarborough Beach Road including support of numerous services and significant traffic management planning.
- Realignment of the shared path, retaining wall and screen wall at the Scarborough Beach Road Outlet Structure.
- Construction of new headwalls on either side of Scarborough Beach Road.
- The construction of a new open drain on the northern side of Scarborough Beach Road connecting the new headwall and culverts to the existing drain.

The team utilised innovation to overcome a series of challenges, such as:

- Complex site works through Scarborough Beach Road crossing requiring an accelerated timeframe for completion.
- Development of a temporary works service support system to protect critical services during open excavation works and allowing safe installation of culverts underneath.

- Overall staging and detailed planning of the crossing works to maintain two-way traffic and path diversions along Scarborough Beach Road through a small site footprint, whilst also maintaining access to neighbouring businesses and minimising disruption.
- Bunding and bypass pumping of the live open drain in stages to allow regrading and stone pitching of the open drain embankments.
- Environmental management of Acid Sulphate Soils and dewatering which had levels higher than expected.

Despite these challenges, the team delivered the project on time and budget.





Months of preparation went into developing the final lift studies and detailed installation schedules, with the eleven bridge segments successfully installed over two weekends.

The project required a new pipe crossing to be installed under Scarborough Beach Road. The options to undertake the work were through open excavation or under-road boring to keep the road open. Several factors made it impossible to successfully bore the pipes, such as existing ground conditions, depth of cover to pipe and the closeness of each pipe to one another.

The only option available was to complete a more traditional open excavation. The team still faced constrained space issues and a requirement to keep the road open during works, so complex staging was developed to allow works to occur. Constraints included the Western Power substation on one side and the existing headwall and culvert on the other, this meant side tracks or widenings were not an option. The staging was separated into the following:

- Install temporary footpath diversion around works to allow pipework installation to commence.
- Excavate and install pipework up to the southern verge. This allowed the team to cross under and support the majority of the existing services without impacting the road users.
- Set up traffic management and closure of the first half of Scarborough Beach Road. Establish a temporary support structure in the middle of the road to allow works to be backfilled and connected whilst still maintaining minimum lane widths.

- Backfill and reconstruct the existing road.
- Relocate traffic management, switch traffic on the recently completed section, then excavate and install the second half of the road crossing.
- Once the pipework was installed past the road's edge, it was able to be laid all the way up to the new headwall whilst the existing road was being backfilled and re-instated.

This staging provided the team with the most efficient timeframe and minimised risk compared to the under road boring option. The project's methodology and programme were a critical component of the team's tender submission to give Water Corporation confidence in Georgiou's proposal and minimise risk on-site.

Georgiou



GEORGIOU GROUP

KWINANA FREEWAY PEDESTRIAN AND CYCLE PATH

Client: Main Roads Western Australia

The Kwinana Freeway Pedestrian and Cycle Path provides an uninterrupted journey between Mandurah and Perth CBD and improves safety by eliminating conflict between traffic and path users. Georgiou constructed 700m of new shared path between Leach Highway and Brian Avenue, including a new 45m underpass at Cranford Avenue on-ramp, and upgraded a further 455m of existing path.

Georgiou overcame many challenges, such as protection of an existing water sewer main, live services and tight project boundary to find innovation which influenced the project's final design and construction methodology, saving the client time and money. The project site was approximately 800m long and 20m wide, bordered by the busy Kwinana Freeway to the east and residential properties to the west. The site was so restrictive that for the noise wall panel installation, a 250-tonne crane was set up using lanes on the freeway, with lane closures implemented.

A key concern for the local community was protecting the trees along Selway Road. The team worked with the community and client to change the construction staging to preserve the trees. Additionally, through collaboration with the client and designers, the team was able to reuse the existing northern noise wall panels, reducing time, materials, and cost. Georgiou also provided recommendations through consultation with the client to include Indigenous artwork in the underpass.

An existing Water Corporation 900-millimetre diameter sewer pressure main extended the length of the project, with the team required to drive nine 15m steel sheets within 1.5m of the sewer pressure main. A section of the concrete roof also had to be constructed within 800mm of the main.

Through consultation with the client, Georgiou engaged a piling contractor and utilised a Giken piling machine. The Giken clamps onto the sheet piles and augurs the piles into position, mitigating all noise and vibration and eliminating any risk to the adjacent sewer pressure main. The piling sequence was also planned very carefully, with the piles closest to the sewer being installed initially





to provide further protection to the main, whilst the rest of the scope of works was undertaken. As an additional measure, ground vibration monitoring was used throughout piling works near the main to ensure no vibration limits were exceeded.

During piling activities, the rig encountered unexpected rock and given no vibration was allowed, rock breakers were not able to be used. The team utilised a special rock auger to drill out the rock prior to placing the steel sheets, which greatly increased the duration of the activity. The team then rescheduled the remaining scope of works to mitigate these delays and meet project milestones. Due to tight project boundaries and to reduce the closure time of the Cranford Avenue on-ramp, the underpass was constructed in a top-down manner. This meant the roof slab had to be constructed prior to the base slab and walls. This was achieved by excavating down to roof level, installing the steel sheet piles and constructing the roof slab capping beams, and constructing the roof slab. Once cured, the inside of the underpass was excavated using small plant and equipment. Once excavated, the base slab was constructed, which was undertaken in multiple pours. Finally, the underpass walls were constructed, made complex by the space restrictions and the distance from the concrete supply. Letterboxes had to be formed at intervals along the length of the wall formwork to allow concrete to be placed. Formwork wall vibrators were also used to ensure the concrete was sufficiently compacted. A line pump was also utilised to get the concrete inside the underpass - pumping concrete over a distance of 50m.



Georgiou



BMD CONSTRUCTIONS

MOUNT HOLLAND AERODROME

Client: Covalent Lithium

Covalent Lithium's Mt Holland mine site in the goldfields is located approximately 500km east of Perth. BMD Constructions was engaged to construct an aerodrome to provide fast and direct access for personnel travelling to and from the mine site from Perth.

BMD was responsible for the construction of the bulk and detailed earthworks, drainage, runway, taxiway and apron pavements, aerodrome lighting and communication facilities, visual aids, line markings, and fencing. This included:

- bulk earthworks with 350,000 cubic metres of embankment fill
- 80,000 square metres of gravel stabilised pavements
- 1,600m long and 30m wide sealed runway
- 140m long and 23m wide sealed taxiway
- sealed aircraft parking apron approximately 150m long and 135m wide
- 6km of fencing.

BMD was committed to the program delivery deadline from the outset, investing in the project's early planning phase to identify key challenges, generate management strategies, and allocate appropriate

resources to achieve construction excellence.

A strong team culture was maintained throughout the duration of the project with a focus on achieving high performance through collaboration and innovations driven by management and implemented in training and communication. An example of collaborative contracting was in overcoming the engineering challenges associated with sourcing suitable pavement gravels at the aerodrome site. Unique to BMD's tender approach was to combine airfield management experience with the local market to achieve the client's request to utilise the gravels present within close proximity of the aerodrome location. BMD's approach was to cement stabilise the local gravels for a compliant subbase and basecourse to achieve the required strength for the pavement layers and achieve cost savings by not importing material.

Extensive testing was carried out and trial mixes were developed in a geotechnical laboratory to establish the optimum percentage of cement to be added to the material to make it compliant. Once the optimum cement content was established, BMD conducted trial sections onsite to verify the working methods and the pavement



An additional 16 days of time savings passed onto the client was achieved through cement stabilising in one layer.

properties for the placing of subbase and basecourse, and cement stabilising. The innovative blending of onsite materials with cement for the subbase and basecourse directly resulted in \$700,000 of cost savings and an additional 16 days of time savings was achieved through cement stabilising in one layer. The project also had limited access to water supply. BMD's approach was the use of a stabilising machine to control the water input into the pavement layers through a fine-tuned process and ultimately achieved cement stabilising in one layer instead of two.

BMD prioritised the local community in its delivery of the project, maintaining close liaison with the Shire of Yilgarn to coordinate construction deliveries, particularly following periods of significant rain events which had the gravel access roads closed. BMD was also proud to engage 5.7% of the project workforce from the local Aboriginal community and 3.5% of the contract value was completed by Aboriginal-owned businesses.

The runway, apron, taxiway and associated aerodrome infrastructure was successfully completed in an eight-month delivery window and is a leading example of how early engagement, ingenuity of engineering solutions, appreciation of the design intent and a thorough understanding of the risks and challenges involved can deliver a quality aircraft pavement outcome. At completion, over 350,000 cubic metres of bulk earthworks and 80,000 square metres of bitumen sealed pavements were constructed.





SRG GLOBAL

20ML KARRATHA WATER TANK AND ASSOCIATED WORKS

Client: Water Corporation

A new and more durable water tank was needed for the City of Karratha following the destruction of the existing tank during Tropical Cyclone Damien in February 2020, to protect Karratha's water supply during extreme weather events and secure the community's water supply for decades to come. The tank had to be designed with an expected lifespan of 100 years in a region known for extreme weather events.

SRG's scope of works included demolition, removal and disposal off site of existing steel tank and all associated elements; design and Construction of a new 20 megalitre concrete water tank; pipework, mechanical and valving; civil earthworks; hardstands; drainage; tank ancillaries; and instrumentation. The SRG team were also awarded additional works for the management of the additional civil and piping scope required to be able to commission the tank and link to the two existing water supply structures.

SRG Global brought an engineering mindset and in-house design capabilities to drive innovation and ensure constructability was at the forefront throughout the design process. SRG Global teamed with Karratha-based, Aboriginal-owned company Yurra, and worked with specialist design consultants and local subcontractors to develop the ultimate solution that guaranteed construction of the new tank was completed before the start of the cyclone season, to ensure water security for the city.

SRG's experience in designing and constructing large flat concrete slabs in high-rise buildings was instrumental in the design and

successful delivery of the Karratha water tank.

To overcome the risk of cracks developing in the concrete base and creating a water path, SRG incorporated a flat slab post tensioning system into the slab construction. This innovative solution resulted in a significant reduction in concrete while providing increased reinforcement volume in the base slab. Most importantly, the risk of cracks developing during its service life has been substantially mitigated.

Collaboration between the design and construction teams resulted in a significantly more robust construction technique to further limit the possibility of any cracks forming. This technique required the base





The tank had to be designed with an expected lifespan of 100 years in a region known for extreme weather events.

slab to be cast in a single concrete pour to avoid joints which in future could potentially become a water path. This solution required careful planning and execution across all disciplines on site.

The wall panels were manufactured by a local subcontractor in Karratha using mould formwork to ensure a quality, watertight product offering several benefits:

- 23% reduction in wall thickness compared to the concept design.
- improved quality control using a factory environment for casting concrete.
- Accelerated program through manufacturing offsite concurrently with other works onsite.
- Improved safety – limited work at heights, less formwork, falsework and scaffold required onsite.

Production in Karratha reduced transport costs and carbon emissions. During installation, concrete was placed between the pre-cast panels while they were installed to stitch them together and form the walls. The project team then installed waterproofing membranes to the concrete joints to ensure these were watertight. Secondary waterproofing measures were also incorporated into the design.

Another very successful innovation on the project was the alternative temporary works propping system utilised during the wall installation. This used a counterweight system to avoid the need for anchor bracing into the already cast base slab, which could have been overloaded and caused damage in a high wind event.



A concrete roof was installed on the water tank to ensure the design life is achieved and water quality is secure from any contaminants. The roof design used a hammer head style beam, which reduced the overall depth requirement and allowed for simplified construction with a single pin connection at the columns. Precast roof panels were then used to reduce formwork and provide a base for the final topping slab stitching the roof together.

Unfortunately, by this stage of the pandemic, local concrete supplies were limited and as a result, SRG decided to fabricate the panels in Perth. This enabled the team to achieve the highest concrete quality ensuring that the panels were free from defects, achieved a 100-year design life and most importantly, were watertight.





WONGUTHA WAY ALLIANCE

COMPRISING CAREYMC, CENTRAL EARTHMOVING COMPANY & MAIN ROADS WESTERN AUSTRALIA

OUTBACK WAY PROJECT

Client: Main Roads Western Australia

The Wongutha Way Alliance was formed in December 2019 between Main Roads Western Australia, CareyMC and Central Earthmoving to deliver road construction and sealing works on Great Central Road; the Western Australian portion of the “Outback Highway” – Australia’s diagonal shortcut between Laverton in WA and Winton in Queensland. The Alliance aimed to maximise local business and local Aboriginal participation and employment through the works.

It was identified that local resources, both materials and workforce, would be limited. Targeted strategies had to be developed to find construction water, pavement materials, and a local workforce. Works like this had not been in this area for a number of years, with local skillsets not necessarily suited to highly specialised works.

Resource investigations commenced in early 2020 with water drilling and gravel investigations at locations identified by geologists. Four bores and two gravel pits were identified along the 40-kilometre stretch of Work Package 1.

The Alliance had a remit to provide opportunities for local business, local employment and most importantly local Aboriginal business development and employment. The Laverton community is over 950km from Perth with a population of fewer than 1000 people.

Together, the Alliance participants committed to developing a local Aboriginal workforce and to actively engage with local business to facilitate the works. Over the 18-month project, over 27% of the works were completed by Aboriginal business, with over 18% from local Aboriginal business. In addition, a further 25% was completed by non-indigenous local business, resulting in over 50% of the works being completed by either Aboriginal or local business.

After utilising recognised formal training qualifications, the Alliance identified the need to develop a bespoke Training Program for local people who were not necessarily ready for ongoing construction work. This involved engaging with the local Aboriginal community to seek out respected elders to engage on the project, Aboriginal trainers and a tailored development plan to “graduate” trainees into working on the project.

The implementation of this strategy led to over 90% retention for the remainder of the works. Trainees gained “real” on the job learning, solving their own mistakes, utilising inconsistent naturally occurring material on a Main Roads project. The training crew successfully completing large sections of the Great Central Rd and other associated infrastructure to Main Roads specification under their own management and trainer supervision.



The Alliance retained over 40% Aboriginal workforce, with 17% from local communities. 22 trainees received formal civil construction qualifications, with a further 14 traffic management tickets issued.

Overall, the Alliance retained over 40% Aboriginal workforce, with 17% from local communities. 22 trainees received formal civil construction qualifications, with a further 14 traffic management tickets issued. These skills have been able to be transferred to other employers post the Alliance, with over 70% of the workforce retained within our industry.

Whilst actively seeking these local and Aboriginal key result areas, the Alliance was also required to source and develop the required natural resources (water and pavement gravels) necessary for construction, manage local stakeholders and subcontractors, manage the impacts of COVID restrictions in remote Aboriginal communities, whilst completing the design works and construct for the 42-kilometre upgrade of the Great Central Road.

Over the 18 months the project was LTI free over 108,000 manhours with works completed ahead of schedule. The Alliance has proven that the active engagement of trainees, completing meaningful works, learning from their mistakes can still result in the safe, successful delivery of project outcomes.





GEORGIU GROUP & MAIN ROADS WA

KAREL AVENUE UPGRADE

Client: Main Roads Western Australia

The Karel Avenue Upgrade involved the widening of Karel Avenue over Roe Highway and the freight railway to create a dual carriageway from Farrington Road to Berrigan Drive. The project also accommodated two new rail passenger lines next to the existing freight rail lines on the Thornlie to Cockburn line, part of the wider Metronet program, through the upgrade of the existing rail grade separation with Karel Avenue.

From a design and construction perspective, the most challenging aspect of the project was the extension and widening of the existing Karel Avenue grade separation with the Thornlie to Cockburn rail line. Bridge 1595 required widening from a single to a double-lane carriageway and lengthening to accommodate the future railway underneath. The original design was not compliant with the higher Australian Standard rail collision loads introduced in 2017 and didn't include allowance for Karel Avenue widening. The design solution chosen was to replace the existing bridge 1595 with the new longer and wider bridge 1595A.

Due to several constraints, it was not possible to build Bridge 1595A next to the existing one as part of the new structure had to occupy the footprint of the existing bridge. Disruptions to Karel Avenue traffic flow had to be minimised and the rail traffic underneath could not be disrupted. Construction staging assumed high importance and the design developed allowed for the de-construction of Bridge 1595 in two major stages and the construction of the bridge 1595A in two major stages as well.

To allow for this two-stage construction an even number of girders were adopted in the design. Following the installation of the four western-most bridge girders and the construction of the cast in-situ topping, a third stitch deck pour in between the two stages of the bridge deck was engineered to control the different structural behaviour of the two sections of the bridge.

Sprayed concrete technology was used for the north abutment for soil retaining and to strengthen the abutment structures for rail collision load. This represents one of the first applications of sprayed concrete for Main Roads bridges in an urban environment.





A great level of planning and stakeholder engagement was required to ensure all excavations in proximity to key assets were clearly understood and approved by the relevant stakeholder.

A significant consideration during the design phase was the interface with live services. To the south of the bridge, there was a high-pressure APA gas service and a BP fuel line servicing Perth Airport from Henderson. These two assets required significant interface with the relevant stakeholders for excavations, piling installation works and beam installation whilst traversing the assets.

To the north of the bridge were several other services including Telstra communications, ARC Infrastructure communications, Western Power communications and overhead transmission lines as well as an ATCO gas high pressure pipeline. A great level of planning and stakeholder engagement was required to ensure all excavations in proximity to these key assets were clearly understood and approved by the relevant stakeholder.

One significant challenge – with respect to working around the overhead transmission powerlines – was the heavy lifts required to install the T-Roff bridge beams. The number and size of cranes to install the bridge beams were strategically selected to mitigate any potential risk to the installation operation as well as the Western Power asset itself. One particular lift had close proximity to powerlines; through consultation with Western Power, it was decided to shut down the powerlines over a weekend closure. This required significant planning and advance notification to Western Power and the broader network.

Through clear communication with our client and the key stakeholders, coupled with regular planning workshops and programming meetings, Georgiou was able to deliver the programmed works without negatively impacting the assets within the construction footprint.



Georgiou





WHITTENS

WHITE QUARTZ ROAD REALIGNMENT

Client: Rio Tinto

Whittens was engaged to complete the White Quartz Road Realignment Project for valued client, Rio Tinto, delivering an essential piece of infrastructure adjacent to Rio Tinto's Brockman 4 mine site, about 60km north-west of Tom Price.

Working adjacent to existing mine infrastructure and completing critical works during the Pilbara wet season were challenging aspects of the project that were overcome through detailed planning and efficient execution.

Whittens' scope of work included significant Design and Construct packages. This was a testament to the growth of the organisation and its ability to manage the respective subcontractors in ensuring the client's requirements have been understood and delivered.

The road realignment and associated civil works comprised the establishment, operation, management, and rehabilitation of borrow pits, to complete the construction and sealing of the 1.1km White Quartz Road, which included intersection and road widening to West Walmsley Drive. Whittens successfully constructed a 1km unsealed bypass road for Oversize Overmass (OSOM) vehicles, and two sealed

diversion roads to maintain traffic flows and ensure worker safety during the execution of the works.

This was followed by construction of a 600m dual lane mining haul road overpass, over the White Quartz Road, with an embankment height reaching 12.5m. Design, supply and install was required of a 73m pre-cast concrete arch to allow the haul road overpass, including mechanically stabilised earth spandrel and head walls, structural earthworks backfill and associated infrastructure for underpass lighting.

The final portions to the project involved the construction of a new warehouse yard and washdown including evaporation pond, hardstands, concrete slabs and water services. Whittens was also engaged to carry out the supply and installation of two new automated gatehouses, including heavy and light vehicle park ups, OSOM gates and associated infrastructure for services.

The project involved the self-delivery of over 300,000 cubic metres of earthworks and 2,000 cu. m of concrete, as well as the management of a multitude of specialist subcontractors, which included surface



mining, drill and blast, material screening, heavy craneage, HDPE pond liner and welding, fencing, cement stabilisation, kerbing, sealing, asphalt, and line marking.

At the tender stage, Whittens developed a 4D staging methodology video to highlight critical elements of the works and ensure deep understanding was acquired across the business, planning team and project personnel. Whittens used this understanding to establish opportunities for potential cost saving and value-add propositions as part of its pricing submission.

Part of the value-add proposition included the option for Rio Tinto to directly engage the existing pre-mobilised drill and blast contractor currently on site instead of mobilising another contractor, generating significant savings to the client.

Indigenous land and heritage was carefully considered during the planning of the project to ensure the local Aboriginal peoples' spiritual, physical, social and cultural connection to the land was observed. To prevent any impacts on heritage sites, Whittens initiated an agreement with the client to demarcate exclusion and avoidance areas within the Project area.

Whittens is confident that completion of the White Quartz Road Realignment Project will provide a legacy within the business, the community and the industry in which it operates for many years to come.

WHITTENS



DOWNER

DENNY AVENUE LEVEL CROSSING REMOVAL PROJECT

Client: Public Transport Authority

The Denny Avenue Level Crossing in Kelmscott is the first crossing to be removed under the METRONET Level Crossing Removal program. The project includes closing and removing the Denny Avenue level crossing and replacing it with a rail over road grade separation at Davis Road. The existing rail line was realigned and raised, and the surrounding road network lowered to facilitate creation of the underpass.

The scope also includes a footbridge, road works and civic facilities. These works aim to revitalise the Kelmscott town centre by creating a public plaza adjacent to the station, including provision of services to enable use by pop-up food and product vendors.

Denny Avenue was a complex, high-risk project with challenges including:

- A challenging brownfield site including an operating electrified urban railway, with a major highway and local roads carrying significant traffic volumes.
- COVID related impacts to construction and delivery of materials.
- Scope: rail (45%) and road & civic (55%) works requiring a broad range of design and construction skills.
- PTA requests for fast tracking of construction which resulted in aggressive construction targets.

- Major high risk service relocations with critical path program implications
- Significant stakeholder influences and constraints including a major commercial precinct within the site.
- Challenging ground conditions during the underpass construction.
- Complex service relocation requirements.
- Significant scope increases during design and construction.
- Close State Government scrutiny.

The project was initially tendered, bid and awarded as two projects; a rail package delivered over seven stages, and a roads package delivered over the course of five stages/three separable portions over 84 weeks. Upon award the Public Transport Authority (PTA) requested Downer to look at an accelerated program to remove the Denny Avenue Level crossing earlier than original programmed date of mid-August.

After consultation with key stakeholders and suppliers, Downer presented the proposal to close level crossing four months early by completing an extended 11-day rail shutdown with works conducted 24/7 – the first extended rail shutdown on PTA's network.

This revised methodology saw the baseline program completely adjusted and a revised critical path formed, bringing new challenges



Downer managed these program pressures through a Value Engineering process, analysing and reviewing the project and creating solutions during the design phase.



that shaped the planning and delivery of the project.

Downer managed these program pressures through a Value Engineering process, analysing and reviewing the project and creating solutions during the design phase. This resulted in the development of accelerated construction techniques, as well as better use of materials (bridge components and retaining walls), and the optimisation of road levels and drainage for the underpass.

A major challenge was the progression of design concurrently with construction. Piling, abutments and the cast in-situ bridge were all constructed with an incomplete design. Coupled with the requirement to work double shift seven days a week from mid-January, there was added pressure on the engineering and design team to provide drawings for critical areas and respond to site queries immediately to keep construction progressing.

All critical delivery items were reliant on services being removed, relocated or installed, in consultation with multiple stakeholders.

Downer and its design team engaged collaboratively with the PTA, Main Roads and all service providers through biweekly meetings to provide designs for the relocation of power poles, water mains, gas mains, communications services and sewer. This approach was in-line with the Project Charter, and the buy-in from all parties enabled changes that allowed for expedited delivery, including:

- Engineered shoring solutions to hold up power poles to allow removal of stabilising poles that were in the way.
- The main Water Corporation trunk main was bypass pumped to provide earlier removal of a 1500mm water main that was in the way of bridge construction.



Downer addressed these and other challenges through early and ongoing consultation, including workshops with all key stakeholders, including DevelopmentWA, City of Armadale, utility providers, Main Roads WA and PTA. Multiple information sessions were also held to keep the community and local business owners updated and prepared for any impacts of construction.

Downer
Relationships creating success



ARMADALE ACCESS ALLIANCE

COMPRISING LAING O'ROURKE, BG&E & MAIN ROADS WESTERN AUSTRALIA

ARMADALE ROAD TO NORTH LAKE ROAD BRIDGE PROJECT

Client: Main Roads Western Australia

The Armadale Road to North Lake Road Bridge Project involved the construction of two grade-separated roundabouts at Taper Road and Solomon Road to create a duck and dive alignment; a new bridge over Kwinana Freeway; new freeway on and off ramps and collector distributor roads; upgrades to Armadale Road; and improved access and parking for Cockburn Station.

This new infrastructure addressed congestion at the Kwinana Freeway, Armadale Road and Beeliar Drive interchange, which was Perth's fifth most congested intersection. The bypass around Cockburn Central station and the Cockburn Gateway Shopping Centre alleviates the previously heavy traffic congestion, particularly at the train station during peak times, improving efficiency and comfort for commuters by both road and rail.

The construction of Bridge 1733, a three-span bridge across Kwinana Freeway, required major enabling works. The western abutment works required an anchored sheet pile wall to retain an existing high-pressure gas main, and the eastern abutment works required a diversion of a major telecommunications service. The soffit of the new bridge clashed with the existing overhead wiring for the Perth to Mandurah Rail line, so the Alliance had to re-work and lower the

overhead wiring in the vicinity of the bridge.

The overhead lines modifications works were delivered over 18 consecutive shifts, limited to two hours of working time each night, to ensure the works did not impact train operations.

The bridge beam lifts and superstructure works were particularly challenging. Two of the bridge's three spans had varying impacts on the rail corridor, and therefore differing constraints for crane set up and install. This required the installation of the bridge beams to be completed in three distinct phases from December 2020 to January 2021.

Laing O'Rourke's digital engineering (DE) capability and virtual data-driven models were instrumental, being used to design and plan the protection and relocation of services, eliminate clashes and model construction methodologies for erection of the bridges under shutdown constraints. Laing O'Rourke's application of DE on the project was exemplary and established a new standard for Laing O'Rourke projects.

Main Roads had for some time sought a contractor willing to share the cost of trialling intelligent compaction technology on a project.



Laing O'Rourke agreed to split costs 50/50 for an integrated measurement system which, fitted to a roller, provides real-time data on the stiffness of compacted materials, the number of passes the roller has made, and when optimum compaction is reached. Further trialling is now being evaluated for the Thomas Road over Rail Bridge project.

The project marked the first use in Western Australia of Blindsight, an artificial intelligence vision product conceived and developed by Laing O'Rourke's Technology and Innovation Group. Blindsight sees and recognises people, plant and infrastructure, assesses their interactions among them and determines when safety responses are needed – effectively giving plant operators 'eyes in the back of their head'. Internal HSE data reviews indicate that Blindsight technology can reduce accidents by 15%, reduce fatal and severe risks by 20%, reduce prevention costs by 5%, and improve on-site relationships. Recovered, repurposed, and recycled items used on the Armadale Road to North Lake Road Bridge project included:

- More than 29,000 tonnes of Crushed Recycled Concrete, equating to almost one-third of the new permanent road subbase coming from recycled materials
- More than five percent of all new asphalt laid used reclaimed asphalt materials, totalling 2,500 tonnes of recycled material
- Approximately 14,000 tonnes of fill material imported from nearby projects by other proponents, resulting in a 10% increase in originally planned reused fill
- Retaining walls constructed using Eco-Blocks locally made from recycled construction waste that has been crushed and graded.



Armadale
Access
Alliance



CPB CONTRACTORS

ROBE VALLEY SUSTAINING PROJECT

Client: Rio Tinto

Robe Valley is an open-pit iron ore mine about 120km southwest of Karratha, with operations dating back to 1972.

The Robe Valley iron ore mine expansion, also known as the Robe Valley Sustaining (RVS) project, involved development and expansion of three open-pits on three new deposits – namely Mesa B, Mesa C, and Mesa H – as well as the construction of supporting infrastructure for continued operations at Mesa A and Mesa J to sustain existing Robe Valley production. The three new open-pit mines will utilise existing infrastructure facilities including the rail network, port facilities, and the power stations.

CPB Contractors were awarded three packages of work within the RVS Project:

- Miscellaneous Earthworks package, known as Mesa K and J; involved miscellaneous earthworks around the Mesa J and K sites.
- Mesa A Concrete Works involved constructing concrete and ancillary structures for a new iron ore processing plant.
- Mesa B and C Bulk Earthworks involved bulk earthworks and structures (a tunnel and bridge) for heavy vehicle haulage roads and light vehicle access roads.

The main scope of the bulk earthworks was to create breaches into existing escarpment. This was a complex process. An extensive drilling and blasting program, of more than 1 million cubic metres was required to widen the existing Mesa A breach and create Mesa B and C breach access ramps. The detailed drilling operations required the material to be sampled, tested, and classed as ore or waste.

Careful coordination of drilling and blasting operations, selective excavation and utilising all waste material reduced the requirement for clearing of additional areas for borrow pits.

To complete the Mesa A package of works at the existing Rio Tinto wet processing facility, the wet plant conveyor was required to be completely shut down. The conveyor services the train load-out from the Mesa A iron ore mine.

Works to enhance the existing wet plant foundations and build additional foundations for supplementary infrastructure required careful and strategic planning with Calibre and Rio Tinto to schedule the necessary shutdowns.

As planning shutdowns involves input from numerous stakeholders, so too does the understanding of the requirements to have shutdowns run smoothly. The series of shutdowns requested for the wet



The project team completed all railway line possessions without causing any delays to operations.



processing facility were meticulously planned and executed, enabling the plant to resume operations to load-out iron ore materials.

To construct a tunnel and bridge as part of the bulk earthworks package, the CPB Contractors team meticulously planned a rail occupation of the fully operational Mesa A iron ore cargo facility. These works had the potential to obstruct and disrupt the railway operations of Rio Tinto and therefore required approval from RTIO Rail Control.

The rail possessions to complete construction of the tunnel required close cooperation with various stakeholders and teams on and off site, and some highly detailed planning and scheduling. Not only do successful rail possessions require months of advance scheduling, but they also require strong team alignment to ensure each of the high-risk activities are planned, endorsed, and align with the requisite safety systems.

With no amount of effort spared, the project team completed all railway line possessions without causing any delays to operations, and all works completed without any rail incidents reported.

The team committed to reducing construction impacts on native vegetation wherever possible. Works were carefully planned with vegetation saving in mind and as a result, only half of the allowable amount of vegetation was cleared.

Despite working within the harsh Pilbara environment, the CPB

Contractors team thrived. From the extreme summer temperatures to the seasonal torrential downpours, it was the resilience and tenacity of the entire team that consistently delivered despite the external forces of nature.



WA Public Sector Pilot aims for gender equality in procurement

Main Roads WA and Public Transport Authority tenders now include a gender equality clause as part of the State Government's 12-month Gender Equality in Procurement - WA Public Sector Pilot.

The Government says introducing a gender equality clause into public sector procurement processes will raise awareness of the benefits of gender equality in the workplace, and support contractors and suppliers to implement gender equality policies and practices.

The Gender Equality in Procurement - WA Public Sector Pilot commenced on July 1 this year. Announcing the initiative, Women's Interests Minister Simone McGurk said: "While significant advances have been made to remove barriers faced by women, there is still a long way to go to bring about lasting solutions and achieve equality for women.

"This initiative will use the purchasing power of the State Government to ensure companies are playing their part to address gender inequality in the workplace.

"Research shows companies with gender diversity are more profitable and productive and have improved employee satisfaction and decision making.

"It is not only the right thing to do, it also makes good business sense to support and champion gender equality and I am proud the State Government is taking the lead on this important issue."

WA is the second jurisdiction in Australia, after Victoria, to introduce a gender equality clause in public sector procurement. 15 State Government agencies are participating in the pilot, which is led by the Department of Communities with support from the Department of Finance.

How does it work?

As part of the pilot, companies with 100 or more employees must provide a copy of their compliance letter demonstrating that they meet gender equality reporting requirements under the Federal Workplace Gender Equality Act 2012.

Suppliers with fewer than 100 employees must answer questions that focus on whether certain policies or initiatives are in place to support a gender equal workplace. For example a recent Main Roads tender asked businesses if they have any of the following policies/strategies in place to support workplace gender equality:

- Audit of salaries/pay rates to identify any gender gaps.
- Flexible work arrangements for all staff.
- Work practices to facilitate family or caring responsibilities.
- Paid parental leave for either parent when their child is born or adopted.
- Program to prevent and respond to discrimination in the workplace.
- Support for victims of sexual or gendered abuse and harassment in the workplace.
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- Counselling/support for staff who experience family and domestic violence.

What's next?

The State Government says is still considering options for the next stages of the Gender Equality in Procurement initiative. The Government says evaluation of the pilot will provide some baseline data and will inform progress from here.



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Women in Civil Mentoring Program launched for 2022

CCF WA is proud to be delivering our second Women in Civil Mentoring Program, matching experienced Mentors with female Mentees looking to grow their careers in the civil construction industry.

The Mentoring Program was launched with an event attended by mentors, mentees and sponsors on August 24. One month later, on September 29, Mentees attended their first workshop on the fundamentals of communicating effectively. The Program will run until early next year, with more workshops and meet-ups planned for the Mentees and Mentors before they are presented with their certificates of completion at the 2023 CCF WA Women in Civil Breakfast event.

This year's CCF WA Women in Civil Mentoring Program is again being facilitated by Rechelle Hawkes AM from leadership development organisation MODAL. Rechelle captained of the Australian female Hockey Team, the Hockeyroos, for eight years, and competed in four Olympic Games, winning three Olympic Gold medals. Understanding and exploring what made that team such a success has lead Rechelle to specialise in leadership and team development.



A big thank you to the Construction Training Fund for hosting the first workshop, and to our sponsors Department of Transport, Western Australia, Kais Group, Cbus Super Fund and Whittens for supporting the Program.

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How a customer-centric strategy can set your business apart



By **Chris Mandzufas**, Director at Brentnalls WA

It may not be the first strategy that comes to mind when considering business growth opportunities, however becoming a customer-centric business can be a powerful strategy for growth, to both attract new customers and retain existing valued customers. A customer-centric approach can be an effective differentiator for businesses looking for an edge over their competition.

Know your customer

All successful businesses strive to achieve this, and it seems so simple, however in reality not all succeed. To be successful as a customer-centric business, you need to really know your customer. That is, to understand your customers and how they engage with your business. This goes beyond the demographics of who your customers are, to developing a deeper understanding of what they like, how they buy and use your products or services as well as how they engage with your business, including their friction points in working with you. Friction points are the areas within the business or way in which a customer engages with the business that causes frustration, delays or a negative impression.

Becoming more customer-centric

Being customer-centric is about putting the customer at the centre of your operation. How many of the following points does your business say it does well?

1. Provide convenience for your customers

More and more, customers are looking for convenience and often it is at the top of their priority list. Customers want to be able to get the information and service they need on their schedule, not the business' schedule. Customer-centric businesses will appreciate the importance of convenience to their customers and go out of their way to make customers' lives easier, even if it means more work for the business. For example, some businesses only offer reception phone number for customer queries and concerns within standard business hours. A more customer-centric approach would be focussed on having queries and concerns being answered for urgent matters on a much more timely basis. While this might be more costly and difficult for the business, it makes the customers' lives easier and gives the prompt response they are after when matters are urgent.

2. Offer personalisation

Customers expect high levels of personalisation and a unique experience but many businesses are unable to deliver this. Truly personalised experiences are at the heart of customer-centricity and customer-centric businesses will work to create truly personalised experiences tailored to their customers' needs, wants and behaviours.

3. Use customer data

Effective personalisation requires the capture, tracking and analysis of customer data to be able to create an accurate picture of customers. Data allows a business to understand and meet customers' needs. This in turn allows a business to proactively recommend products and services and to proactively predict what a customer will want and need.

4. Lead from the top

Customer-centric businesses have leaders who understand that customers should be at the forefront of operations and proactively work to create a customer-centric culture. The most customer-centric leaders will set the example to embed a customer focus into all business operations and decision-making.

5. Innovate and remain agile

The recent pandemic years have taught us the importance of agility. As customer needs and trends shift and change, customer-centric businesses will adapt along with customer needs and swiftly change direction to offer their customers what they need and want. Businesses that are truly focused on customers aim for continual innovation, to keep bringing the best products and services to their clients and continue meeting their needs and wants.

When a business is truly customer-centric, every decision and action is made with the customer in mind. Customer-centricity can be a powerful strategy for not only delivering an exceptional customer experience, keeping customers satisfied and coming back to your business year after year, but it can also be an effective differentiator, to set your business apart from the competition and to effectively attract new customers and grow.

Chris Mandzufas is a Director at CCFWA Member firm Brentnalls WA. If you have any questions on any of the above or would like some guidance on your business growth strategy, please contact Chris Mandzufas directly on (08) 6212 7200.



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New Respect at Work legislation – a guide for employers

By **Gemma Wheeler-Carver**, Senior Associate and **Kimberly Jones**, Lawyer at HHG Legal Group.

In June 2018, the Sex Discrimination Commissioner, Kate Jenkins, and the then Minister for Women, the Hon Kelly O'Dwyer, announced the National Inquiry into Sexual Harassment in Australian Workplaces.

Following the inquiry, on March 5 2020, the Australian Human Rights Commission (AHRC) released the Respect@Work: Sexual Harassment National Inquiry Report (2020) (Report). You can find a copy of the report at: <https://humanrights.gov.au/our-work/sex-discrimination/publications/respectwork-sexual-harassment-national-inquiry-report-2020>.

"Workplace sexual harassment is prevalent and pervasive: it occurs in every industry, in every location and at every level, in Australian workplaces. Australians, across the country, are suffering the financial, social, emotional, physical and psychological harm associated with sexual harassment. This is particularly so for women" (Kate Jenkins, Respect@Work: Sexual Harassment National Inquiry Report (2020)).

The Report was key in recognising the impact of sexual harassment in Australian workplaces, outlining a strategy to deal with this problem, issuing 55 recommendations.

The Report:

- Revealed that approximately 1/3 of people who had been in the workforce in the preceding 5 years had experienced sexual harassment.
- Estimated that the cost of sexual harassment in the workplace (in 2018) was \$2.6 billion in lost productivity, and \$0.9 billion in other financial costs.
- Highlighted that both employees and employers found the law around sexual harassment to be complicated and confusing.

Sex Discrimination and Fair Work (Respect at Work) Amendment Act 2021

The Sex Discrimination and Fair Work (Respect at Work) Amendment Act 2021 (2021 Act) commenced on September 11 2021.

The 2021 Act:

1. Created the ability to seek 'stop sexual

harassment' orders through the Fair Work Commission;

2. Prohibited discrimination, under the Sex Discrimination Act 1984 (SD Act), involving harassment on the grounds of sex;
3. Explicitly recognised sexual harassment as a valid reason for dismissal;
4. Extended the acceptance period between an alleged incident and lodging a complaint under the SD Act; and
5. Extended the application of the SD Act to a wider range of 'workers' and 'persons conducting an undertaking or business' (in line with workplace health and safety concepts).

The Act implemented 6 of the 12 Report recommendations for Commonwealth legislative reform.

The report highlighted that both employees and employers found the law around sexual harassment to be complicated and confusing.

What is sexual harassment

Section 28A of the SD Act defines sexual harassment as:

- an unwelcome sexual advance;
- an unwelcome request for sexual favours; or
- other unwelcome conduct of a sexual nature in relation to another person.

To be sexual harassment, it must be reasonable to expect that there is a possibility that the person being harassed would be offended, humiliated or intimidated by the behaviour.

What does the new Bill say?

The Anti-Discrimination and Human Rights Legislation Amendment (Respect at Work) Bill 2022 (Bill) was introduced to Parliament on October 3 2022. The proposed changes

include:

1. An express prohibition in the SD Act to protect people from hostile workplace environments on the ground of sex;
2. A positive duty on employers to take reasonable and proportionate measures to eliminate unlawful discrimination, including sexual harassment, as far as possible;
3. Powers for the AHRC to inquire into systemic unlawful discrimination;
4. Representative actions to proceed from a Commission conciliation to Court, which is not currently permitted;
5. A costs protection provision in the AHRC Act to provide greater certainty in relation to the cost of pursuing legal action. A costs neutrality approach is proposed, where, as a default, each party bears their own costs, but the Court has discretion to depart from this position;
6. Commonwealth bodies to report against six gender equality indicators; and
7. An added object of the SD Act to achieve substantive equality between men and women.

The current government has previously pledged to implement all 55 recommendations, which includes non-legislative measures. The government has described the Bill as critical to "ensuring safer, respectful and more equitable workplaces in Australia".

What can employers do?

The Report makes suggestions on areas for employers to prevent and respond to sexual harassment in the workplace. Our suggestions below are based on these areas.

Leadership and culture – Strong leadership, which displays respect and inclusivity, will reduce the risk of sexual harassment occurring. While sexual harassment is prevalent across all industries, some industries may be more at risk, particularly male dominated industries, those with a traditional power imbalance, and remote workplaces. It is important to constantly assess workplace culture, in addition to allocating written resources and training. The proposed legislation targets hostile work environments and systemic discrimination.

► Continued bottom of page 60.



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CFOs' top 3 concerns in 2022

By **Dan Czaplinski**, General Manager – WA at CCF WA Member National Credit Insurance (NCI).

The trials and tribulations of the economy, business and personal life has taken many turns over the past two and a half years. It has been one of the most challenging periods for businesses and individuals to navigate through.

But what are the current top concerns of CFO's and Credit Managers and what keeps them up at night?

After surveying hundreds of our clients, they have given NCI an insight into their top 3 concerns for 2022.

Sourcing materials/increase in costs of goods

Anyone who's building a house will no doubt know the pains of supply delays and increasing raw material costs!

Recently we have observed many businesses who have been impacted by delays in supply and increased material costs. This has occurred not only in the civil construction industry, but also in food, services, and energy costs have hit the hip-pocket of individuals and increased the expenses on businesses' P&L.

This naturally leads to higher overall costs and end product increases to the consumer.

Labour shortages

Everyone has a story of needing to quickly rebuild or replace positions post the pandemic. The disruptions to the business environment in many sectors led to layoffs or redirection of labour throughout 2020 and 2021.

Look at the challenges facing the travel sector in trying to quickly replace labour to deal

with the current and future demands.

Labour shortages also bring a lack of skills in specialist sectors and industries, placing pressure on existing wages and acquisition of new labour.

Many businesses are having higher than 'normal' levels of staff changes which compounds to recruitment, training and workflow pressures.

NCI's unique database and 'secret intel' can provide a business with early warning signs specific to your customer list.

Overdue debts/customer non payment

21% of survey respondents highlighted their concerns about increasing overdue debts and non-payments from their customers.

This is a trend which many economists predict will increase further over the next year. Businesses have experienced extremely low insolvency rates and, with government incentives through the pandemic, businesses seemed to be flush with cash.

Recent ASIC administration data shows there has been a rebound in business insolvencies, and our own NCI data highlights overdue

reporting rates increased dramatically at the beginning of 2022. Led by the building construction sector this is a tell-tale lead into further insolvencies.

Cashflow issues, rising interest rates and lower predicted sales revenue were other factors which were concerning our clients.

Whilst sourcing materials and costs, as well as transportation factors, are easing, labour shortages and overdue debts seem to be ongoing factors we will all need to deal with.

So where does your business sit on these concerns?

NCI, with our full range of trade credit services, can support businesses in preparing and sleeping better at night, by removing the worry relating to predicting, and protecting yourself against, non-payment or insolvencies. Ask yourself these questions:

- When was the last time you conducted a full health check on your customer list?
- What was the impact on your customers throughout the pandemic?
- Do they have the same level of capital and cashflow to maintain their business in a healthy environment?

NCI's unique database and 'secret intel' can provide a business with early warning signs specific to your customer list. We alert you to those customers who may not be in a position to pay into the future and allow you to make early changes to avoid non-payment and bad debts in the future.

► Continued from page 58.

Knowledge, risk assessment and transparency

– It is important to ensure that, like any other health and safety issue, the risk of sexual harassment is assessed on an ongoing basis. This means that employers should keep up to date with preventative measures and learn from their own and other employer's mistakes. The AHRC has increased powers to both assist with and investigate sexual harassment matters. It is proposed that there will be a 12-month delay in implementing the positive duty provision, to allow those affected by the changes to increase their understanding.

Support to victims and reporting – Most victims of sexual harassment in the workplace do not report the issue. It is crucial that employers create a supportive environment which prioritises the victim's wellbeing and encourages victims to come forward. This not only assists victims but may reduce any economic or reputational costs to the employer. It is important that employers review their complaints and reporting systems to ensure that it encourages and supports victims of harassment.

Policies and compliance – Employers should ensure that they not only have suitable

policies and procedures in place, but that training is provided on those policies and compliance is consistently enforced at all levels of their organisation.

If you require assistance or guidance in relation to any of the information provided above, HHG Legal Group's lawyers can provide advice to you and your business to minimise your future risk.

Contact HHG's Employment and Industrial Relations lawyers on (08) 9322 1966 or reception@hhg.com.au.



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A not so super job?

Case Note: *V601 Developments Pty Ltd v Probuild Constructions (Aust) Pty Ltd* [2021] VSC 849.

This case highlights the importance of a superintendent's impartiality. By **Ahshiba Sultana** and **Shane Pentony**, Lavan.



The case of *V601 Developments Pty Ltd v Probuild Constructions (Aust) Pty Ltd* was handed down by the Supreme Court of Victoria (Court) in December last year. In this case, the principal, V601 Developments Pty Ltd (V601) engaged Probuild Constructions (Aust) Pty Ltd (Probuild), the contractor, to design and construct the Precinct Apartments in Melbourne for \$115 million. This case concerns the legal consequences that may arise when a superintendent who is a non-party to a contract, breaches its obligations under the contract and the impact this has on: (1) certificates issued by the superintendent; (2) the principal; and (3) the contractor. In this case, the breaches by the superintendent who was a non-party, had a flow on effect on V601 and Probuild. The result of this was that the superintendent's certificates were found to be void and V601 was found to be in breach of failing to grant Probuild extensions of time and delay damages. The practical effect of all this was that Probuild was awarded approximately \$3.5 million in delay damages and \$1.3 million in acceleration costs which it had incurred.

Key issues

This article focuses on the following three key issues: (1) how should a principal and superintendent ensure that a contractor's claims are assessed fairly; (2) what happens when the superintendent fails to act independently; and (3) can a contractor recover acceleration costs where an extension of time (EOT) claim has been unfairly rejected.

Overview of the superintendent's conduct and what the Court found

Clause 20 of the contract provided that the superintendent had two functions, namely an agent function and an independent function. Clause 20.2 of the contract provided further clarity on the role of the Superintendent. It provided that the superintendent must not take directions from either party and must act reasonably in exercising its functions.

The Court found several examples where the superintendent failed to exercise these functions correctly. Specifically, Justice Digby highlighted that the processes engaged by the superintendent to assess the EOT and completion claims amounted to the superintendent doing little more than simply adopting V601's preferred position.

By way of example, there was evidence that the superintendent provided its draft response to V601 for one of the EOT claims by Probuild. V601 responded to the superintendent stating "Seems like the correct response at this stage. It gives us an opportunity to see what they hit back with. I think we need however to reference the contract clause...". The Judge found that this reflected the nature of the collusion and co-operation between the superintendent and the principal to work in unison to deploy their strategy and tactics to manage the contractor's claims.

There was also evidence to suggest that the superintendent did nothing more than simply adopt V601's preferred position via its programming and time extension consultant and its analysis in relation to Probuild's claims. It is worth noting that the Court did not criticise the independent programmer for the role it played. Neither did the Court find that the superintendent should not have regard to the programmer's report. Rather, the focus was on how the

superintendent failed to disclose the report to Probuild at the time and how the superintendent had not acted impartially in doing so.

The Court held that in the case of an engineering and/or construction contract, the role of the superintendent is to administer the contract and to ensure contractual obligations are performed. This is a role that is defined by the terms of the contract and the common law.

What is the role of the superintendent in a construction context?

The Court held that in a construction contract, the role of the superintendent is to administer the contract and to ensure contractual obligations are performed. In this case, the Court found that the superintendent had to fulfill two roles:

- Act as an agent for the principal. This required the superintendent to act in the principal's best interests and pursuant to the superintendent's obligations to the principal; and
- Act as an independent assessor and certifier. In this role, the superintendent must act independently and in an impartial and fair manner. The superintendent must not act in a way that advances the principal's interests over those of the contractor.

The Court accepted that the performance of these two roles may give rise to tension. In order to satisfy the superintendent's functions under this particular contract, the Court held that the superintendent must:

- act independently of the parties and not be the subject of any direction from a party;
- act reasonably;
- have regard to the express requirements of its obligations under the contract; and
- not act in the commercial interests of either party.

What did the breach by the superintendent mean for V601 and Probuild?

A finding that the superintendent breached its obligations under the contract meant that the superintendent was disqualified from providing its certificate for liquidated damages and that the certificate which it produced was void and of no effect. It also meant that V601 was wrong in not extending Probuild's time for performance and in failing to compensate Probuild in relation to its delay damages entitlement. Given the deficiencies by V601, Probuild was able to establish the time extension and delay damages claims which it advanced in the proceedings.

Can a contractor claim costs of constructive acceleration where an extension of time claim has been unfairly rejected?

Probuild sought to recover the costs of approximately \$1.8m which it said it incurred in accelerating the work under the contract to avoid or reduce the delays the subject of the proceedings i.e. constructive acceleration claim. Having found that the superintendent failed to certify, in full, the EOTs which Probuild was entitled, the Court considered Probuild's claim for costs incurred in accelerating the works to avoid or reduce those delays. Probuild claimed its acceleration costs on three alternative bases:

- as part of the loss and damage that Probuild suffered because of

the Super's failure to certify, in full, the EOTs to which Probuild was entitled (First Argument);

- as part of the loss and damage that Probuild suffered because of the Principal's breaches of:
 - an implied obligation on V601 to require the superintendent to exercise its functions and responsibilities as required by the contract; and
 - an implied obligation to co-operate; and/or (Second Argument)
- under the contract provision entitling Probuild to recover acceleration costs following an acceleration direction. Probuild said the direction could be implied from V601's failure (through the Superintendent) to award Probuild its EOT claims, thereby requiring it to complete the works by the existing completion dates (Third Argument).

In relation to the First Argument the Court found that:

- Probuild was entitled to recover the additional costs it spent in its efforts to overcome and minimise delay to the works, in order that the works achieved practical completion by the dates required in the contract
- the contractor's acceleration costs were necessary and reasonably incurred in mitigation in respect of delays or likely delays which through breach by V601 (by the superintendent) were not compensated for in time or cost as required by cl 34 of the contract.
- these costs were within the contemplation of both V601 and

Probuild and would have been within the contemplation of a reasonable person in the parties' position.

In relation to Probuild's Second Argument the judge found that Probuild was also entitled to recover the same acceleration costs. Namely that because of the principal's breach (arising from the superintendent's lack of independence) the contractor incurred acceleration costs for the reasons and of the same nature.

In relation to the Third Argument, the Court was not persuaded that the superintendent's refusal to grant an EOT constituted a direction to accelerate given that there was an express acceleration regime set out in the contract. Justice Digby also stated that there was no supporting evidence to back the claim that there was in fact a direction by V601 to Probuild to accelerate the works.

Key takeaways

This case highlights the importance of superintendent's impartiality. Where you have a superintendent and a principal colluding with a view to defeating a contractor's claim which ought to have been justified, this may amount to a breach of the construction contract by the principal. It then may become open to the contractor to claim damages from what foreseeably flows from that breach. Such a claim may include a claim based on constructive acceleration.

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CCF Code and MSRD free for Members!



CCF WA Contractor Members now receive free access to the CCF Code and Management System Reference Documents (MSRD).

Increasingly, civil contractors seek to demonstrate their commitment to excellence and continuous improvement in safety, quality and environmental management by establishing a third party-accredited integrated management system (IMS).

In response, CCF develops and maintains the CCF Civil Construction Management Code and Management System Resource Documents (CCF Code and MSRD).

The CCF Code and MSRD are available FREE for CCF WA Contractor Members via our Member Portal.

CCF WA Contractor Members will also receive regular updates of the MSRD suite and templates, as they are continually improved.

What is the CCF Civil Construction Management Code?

The CCF Code draws together the civil construction-related elements of the established Quality (ISO9001), Workplace Health and Safety (AS/NZS 4801, ISO 45001), and Environmental Management (AS/NZS ISO 14001) Standards into one system, specifically designed for civil construction operations.

The separate Standards are designed for broad application across various sectors (manufacturing, health care etc) and include many requirements that are not relevant to civil construction operations. Purchasing the individual standards, then working through them to identify and interpret the civil-specific requirements can significantly increase the cost and complexity of implementing and accrediting an integrated management system.

CCF has analysed the separate Standards and distilled the civil construction-specific requirements into one practical, comprehensive, recognised Standard specifically designed for civil construction operations – the CCF Code.

Practical: The Code is written in the language of construction. It's designed for ease of use, with all requirements clearly stated.

Comprehensive: The Code includes every HSEQ requirement a civil construction business needs to operate to the highest accepted standards.

Recognised: State government road, water and land development authorities around Australia accept a CCF Code-compliant management system as proof of compliance for tendering.

Fully Accredited

The CCF Code is accredited by the Joint Accreditation System of Australia and New Zealand (JAS-ANZ) for third party certification. Click here to view information on the JAS-ANZ website.

JAS-ANZ recognises the benefits of the CCF Code and Management System as:

- Simplifies compliance with quality, workplace health and safety, and environmental requirements for the civil construction and related industries.
- Enables certified organisations in the civil construction and related industries to demonstrate that their services meet the industry benchmark and relevant regulatory requirements.

To achieve and maintain CCF Certified (accredited) Contractor status for their CCF Code-compliant integrated management systems, contractors undergo an annual audit by a JAS-ANZ accredited third

party certification body.

What are the CCF Management System Resource Documents?

Like all Standards, the CCF Code specifies what actions are necessary to achieve a compliant management system. The Code also requires the management system to generate objective evidence – documents demonstrating that business and project risks are being effectively managed.

To save Members time and money, CCF has developed the Management System Reference Documents (MSRD), comprising over 50 template policies, plans, registers and forms.

We are constantly expanding and revising the MSRD to ensure they remain comprehensive, relevant and up to date. Emerging issues such as Mental Health, Social Procurement, Sustainability, and Climate Change pose new challenges for Contractors to effectively respond and manage. New policies and procedures will be added to the MSRD as they are developed.

The CCF Code and MSRD are free for CCF WA Members!

As an exclusive Member Benefit, CCF WA Contractor Members receive complimentary access to the complete CCF Code and MSRD via our Member Portal. Members also receive access to regular updates of the MSRD suite and templates.

How much does a CCF Code-compliant and independently accredited IMS cost?

The overall cost of establishing a Code-compliant IMS, and getting it audited and accredited, will depend on a number of factors including your company's internal resources.

The CCF Code and MSRD are free for CCF WA Members. CCF Victoria, which administers the Code and MSRD, charges an annual re-certification fee (currently \$400).

You may need to engage a consultant to assist with building and implementing a system. Your JAS-ANZ accredited certification body (the company that will independently assess your system) will also charge for the initial audit/certification and ongoing audits.

Generally, though, civil contractors find that the costs associated with designing, implementing, and maintaining accreditation of a CCF-Code compliant IMS are much lower compared to a system accredited to the three AS/ISO Standards.

Take the next step!

Designing, implementing and maintaining an integrated HSEQ management system can be a daunting task. With the CCF Code and MSRD, we've made that task easier by creating:

- A Standard that is both comprehensive and streamlined (The Code); and
- A complete set of templates for the plans, policies, registers and forms you will need (the MSRD).

CCF WA Members – please email us for your username and password to obtain free access to the CCF Code and MSRD, or for more information about implementing a Code-compliant integrated management system. We can connect you to experts who can guide you through the process.

Non-Members – please email us for information about these and other benefits of becoming a CCF WA Member at ccfwa@ccfwa.com.au



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SIMEX launches the largest road cold planer for compact loaders

Italy-based SIMEX has been at the forefront of designing and manufacturing highly durable and high performing excavator and skid steer attachments.

SIMEX's range of self-levelling planers are dedicated to the road surface restoration, where time is always of the essence as road restrictions from construction are expected to be as minimal as possible.

SIMEX Planers work to make applications more efficient on site, helping to keep road projects on time and budget.

To ensure speed of execution SIMEX has recently launched the largest road cold planer for compact loaders, the new PL2000 that is equipped with a 2,000mm wide milling drum, the largest currently available on the market.

Designed for milling deteriorated surfaces for resurfacing, the PL2000 is an essential tool for today's milling and construction industries.

With PL2000 operators can remove the entire layer of asphalt or cement in preparation for trenching or mill deteriorated sections for later resurfacing and create a sustainable outcome by reusing milled material for backfilling trenches.

The PL 2000 is designed to be mounted on the new-generation SSL characterized by high hydraulic power and it is equipped with all those features that make the difference on site:

- independent depth adjustment of the slides on the RH and LH sides, to ensure perfectly flat surfaces with side-by-side passes; an essential feature when, for example, very large areas



such as forecourts or car parks need to be milled

- the hydraulic side shift, for convenient milling flush to the walls or sidewalks, a procedure further optimized due to the new completely redesigned slides, with optimized overall dimensions in order to protect the corner-shaped hoses from possible abrasions
- the floating transverse tilt that allows the operator to keep the planer perfectly aligned to the road surface even when the base machine is not parallel to the ground
- the well-known SIMEX self-leveling system, which guarantees a constant milling depth regardless of the conditions of the road surface
- the dust suppression system with integrated and increased water tank, which avoids a second water tank to be installed on the roof of the base machine
- the exclusive Performer device, which helps the operator to keep the correct advancement of the base machine, thus optimizing performance

PL2000 complements the current range of SIMEX Self Levelling Planers that reach a maximum width of 1,200mm and depth of 350mm. Model PL2000 is expected to be available in Australia in 2023.

SIMEX products have been manufactured in Italy for over 30 years. In Australia, they are available throughout the SIMEX authorised dealership network.

For more information contact your SIMEX dealer in WA, Total Rockbreaking Solutions, 1300 921 498, totalrockbreaking.com.au

CR Kennedy named XWatch distributor

CR Kennedy has announced that it has been appointed as a distributor for the XWatch safety solutions portfolio.

The UK-engineered XW product series is aimed at improving safety in the construction, mining and transportation markets, by providing height control, slew control, rated capacity indicator (RCI) and stability features for plant and machinery. The XW series features rugged but easy-to-use TFT operator screens, with software

programmed using the CODESYS platform, a manufacturer-independent IEC 61131-3 software standard for engineering control that is used worldwide in automation systems.

XWatch products integrate fully with Leica Geosystems' MC1 machine control software.

For more information, contact Jeff Hugo, WA State Manager at CR Kennedy at jeffhugo@crkenedy.com.au or visit: www.crkenedy.com.au/survey



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To qualify for the exclusive CCF WA Member rate of 1.10%, apply online at www.assuro.com.au/bank-guarantees - answer "yes" to the field "is the company a member of any trade organisation" and select "Civil Contractors Federation".

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ADVICE AND SUPPORT YOU CAN TRUST

The green martians machines have landed at **Miniquip!**

CCF WA Member Miniquip has recently invested in a new hire category to complement its existing fleet of compact hire equipment.

Miniquip Director John Fenton said: "We are always looking for innovative products to introduce to our customers with the view of increasing their safety and efficiency on their projects and staying at the forefront of specialist compact equipment hire in Perth."

Miniquip has introduced multiple sizes of Avant telescopic loaders from the smaller, trailerable 500 series versions to the larger 800 series powerhouse as pictured.

The huge power to weight ratio of the diesel-powered Avant 800 series articulated telescopic loaders allows a 1,900kg lift capacity and 3.5m lift height, making it a standout performer when comparing compact wheel loaders.

All Avant loaders, including the 800 series, come equipped with hydrostatic transmission with hydraulic drive motors on each wheel and two drive speeds. The drive speed of the 800 series tops out at a very impressive 30km per hour.

Avant's standout features include the patented Avant quick attach system, which gives users the flexibility to choose from over 200 attachments available from Avant's comprehensive range. The hydraulic hoses on the attachments are coupled with a multi-connector, allowing easy installation with a single hand movement. The 800 series, weighing in at 2,500kg, has impressive power and reach for its compact size. Its overall dimensions, 3.4m long by 1.5m wide by

2.2m high, articulated design and large tyres offer smooth movement across most terrains with low ground impact.

Another standard feature of the 800 series is the telescopic boom, which extends and retracts hydraulically by 825mm. The boom has a maximum lift height of 3.5m to the hinge pin, making loading and unloading over trucks with high sides and other obstacles simple and quick. The machine's hydraulic self-levelling system keeps the load level automatically when lifting or lowering the boom.

This makes it perfect as a flexible all-rounder capable of tackling jobs on site that are normally undertaken by a skid steer, smaller telehandler or all-terrain forklift.

The new Avant telescopic loader range is available now at Miniquip. Call the team on 1300 222 558 to put one to the test on your next project – they guarantee you'll be impressed. If you need to dig it, load it or shift it; hire it from Miniquip!



Brooks' complete site services solutions

At the beginning of this year, CCF WA Member Brooks Hire launched a new site services division. The concept behind this project was to offer their clients a fully rounded service including site design, installation, and maintenance. To propel the division into full motion, Brooks Hire has invested over \$10m into pumps, compressors, generators, lighting, portable buildings, and light vehicles in their hire fleet.

Industry professional, Ben Cook, was brought in to lead the site service team. Mr Cook has 17 years of hire experience having worked in the UK and Australia, selling technical equipment solutions. "Brooks Hire has really increased their site equipment on a national level," he explained. "Our clients have access to the newest, and latest model equipment in Australia."

Of note, Brooks Hire has invested heavily in environmentally sustainable equipment that use renewable sources of energy, and output zero carbon emissions. These energy efficient options are giving their clients the opportunity to not only reduce their carbon footprint, but to eliminate it entirely. Harnessing the power of the sun, Brooks Hire's 'green' fleet include solar powered light towers, CCTV cameras, traffic lights, and message boards. They also stock industrial sized energy storage batteries that can be used to power an array of equipment including electric submersible pumps.

"We've just purchased a range of Atlas Copco Weda submersible

dewatering pumps," said Mr Cook. "Although these pumps are electric, they are powered for heavy industry, and have been ergonomically designed for a more efficient, wear resistant product. When used in conjunction with our solar powered energy storage system, they become completely emission free. Of course, we also stock brand new, diesel-powered pumps in our fleet for those who prefer diesel," he went on to explain.

To further facilitate their customers, Brooks Hire has acquired a fleet of mine spec. buses and light vehicles that are available for hire. The fleet includes Toyota Hilux 4WD's, Toyota Prado Wagons, Toyota Landcruiser Workmate utes, and 12-seater and 20-seater buses. All vehicles are less than 12 months old and are brought up to full mine site specifications before leaving the yard. Brooks Hire has an Australia-wide team of HD Diesel Mechanics on call to assist with servicing the vehicles.

Brooks Hire's site services division offers more than just a hire service. "We have the technical expertise to engineer a complete dewatering or power generation solution for your worksite," explained Mr Cook. "We can also provide site accommodation, storage facilities, and remote CCTV site monitoring, all backed by a 24/7 rapid response service team."

Brooks Hire can be contacted by calling 1300 276 657 or visit www.brookshire.com.au

President's Breakfast

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On July 29, 2022, CCF WA hosted more than 170 guests for the 2022 President's Breakfast at The Westin Perth, proudly supported by major sponsor PSC Insurance Group and supporting sponsors Mass Resources and The Institute of Civil Infrastructure.

Guest speaker Adrian Hart from BIS Oxford Economics travelled from Sydney to share his valuable insights on the outlook for civil construction in Western Australia and nationally.



Earth Awards Gala Dinner

The CCF WA Earth Awards Gala Dinner was a night of celebration with 370 guests at Crown Perth, hosted and entertained by Peter Rowsthorn.

The CCF WA Earth Award judges said the calibre of this year's entrants in all categories was outstanding, and considered that 2022 presented a significant milestone in civil construction excellence. Congratulations to our seven category winners and Judges Award winner, and thank you again to all who entered the Awards and attended the Gala Dinner.



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EVENTS







ADT Western Australia is a local Western Australian company established in 2004. Built on a foundation of extensive earthmoving and heavy machinery experience, it supplies to industries including construction, earthmoving, rail, quarrying and mining.



Commencing as a dealer for Moxy, the Norwegian brand of articulated dump trucks that became Doosan in 2008, ADT WA continued to evolve in subsequent years, including an expansion to include the innovative range of Hydrema earthmoving equipment. ADT WA is focused on delivering quality and unique products relevant to the Australian market. The company's dedication, local industry knowledge, innovative customisation and the strength of its international brands combine to provide precise machinery solutions backed by ongoing and responsive customer support.

ADT WA is a reliable organisation that values:

- Integrity
- Professionalism
- Safety
- Flexibility
- Innovation

ADT WA's strengths include:

- Expertise and capacity to design and configure machinery to meet specific customer requirements.
- Offering a high level of customer interaction at all times.
- A clear understanding of local requirements and conditions.
- Efficiency and flexibility to respond to customer requirements and make adjustments quickly and easily.
- Quality staff who have the depth of knowledge and expertise required for ADT WA's range of products.



Coffey Testing provides quality assurance and independent geotechnical testing to its clients in an efficient and commercial manner. Aggregate, concrete and soil testing requires a diligent

approach and focus to ensure accurate results.

Coffey Testing has over 25 locations Australia wide, including remote project laboratories. The company has 60 years' experience working on small, medium, and large-sized projects across all sectors of construction including:

- Residential, industrial, and commercial sub-divisions, developments and high rises;
- Public utility and transport infrastructure projects including highways, busways, bridges, tunnels, rail, ports and airports;
- Mining and supported infrastructure; and
- Oil and gas green and brown field developments.

Clients choose Coffey Testing for their ability to provide efficient high-volume testing in any part of the country, as well as consultation and expertise in conducting speciality testing for aggregates, soft soils, rock, grout and concrete.

Coffey Testing can mobilise resources quickly and has professionally-equipped facilities for any sized project. This includes assembling a workforce of skilled Geotechnicians anywhere, anytime.

Material testing is designed to make sure that materials meet quality control standards, comply with regulations and exhibit the physical characteristics required for construction.

As one of Australia's largest construction materials testing providers, Coffey Testing looks to build long-term relationships based on genuine partnerships, and considers the success of client's projects as paramount to the way it operates.

Get in touch with the team today to explore ways in which Coffey Testing can assist you to reduce your risk and improve your operations and client relationships – contactus@coffeytesting.com or 1300 175 531 or visit coffeytesting.com





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Established in 1928, GHD remains wholly owned by its people. Over

10,000 diverse and skilled individuals are connected within more than 200 offices, across five continents – Asia, Australia, Europe, North and South America, and the Pacific region.

GHD's Perth office supports a regional state network of more than 700 employees. With offices in Albany, Bunbury, Geraldton and Karratha, GHD has developed a strong presence in Western Australia and has evolved to become one of the State's leading consultants. Providing multi-disciplinary services across Western Australia, its clients benefit from longevity in the market, local knowledge and experience, and the ability to draw on local resources.

GHD has a long and storied history with Western Australia and has developed some of the state's most iconic and enduring projects.

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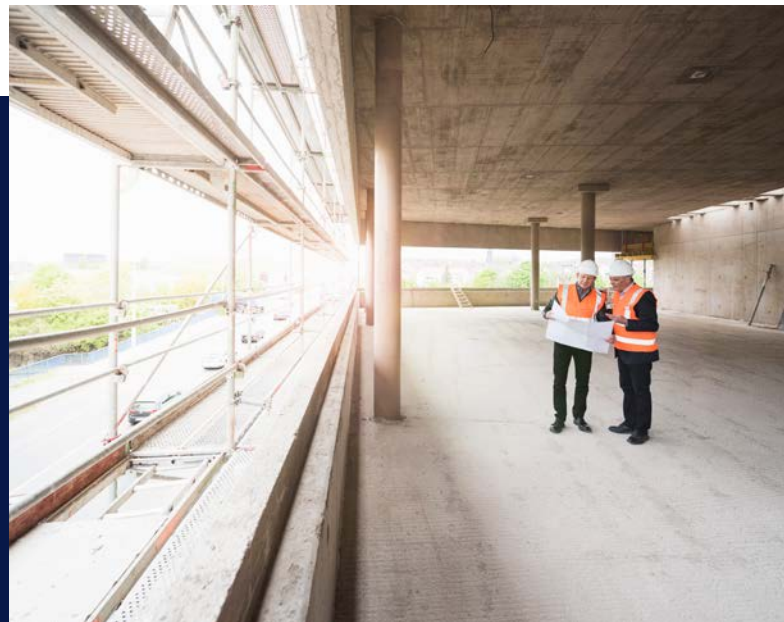
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Six construction trends and what insurance buyers need to know

The construction industry continues to face unprecedented levels of change which has and continues to fundamentally shift the insurable risk profile of construction projects. Whether these changes are being driven by COVID-19, climate change, or the imposition of increased government laws and/or regulations; there is no doubt that the landscape of the construction industry in Australia and globally is changing quickly.

Construction insurance must keep up

Construction companies and other project participants are adapting quickly to this new reality; they have and continue to implement strategies to better manage these evolving construction risks. However, there is anecdotal evidence to suggest that neither the risks created by this change nor the implications of the strategies implemented are being fully considered from an insurance perspective.

In this report, Lockton consider some of the more critical insurable risk implications facing the construction industry post COVID-19, together with preliminary recommendations as to how project participants can better manage the broad range of insurable risks on their projects.

1. Project Delays

Delays during both the pre-construction and construction phases of projects are not uncommon in the construction industry during any era. Construction is inherently unpredictable; it involves numerous stakeholders, materials, an everchanging project site and critical interdependencies that collectively create a degree of uncertainty not experienced in any other industry.

The potential causes of project delays are both numerous and various and include:

- changes in project scope and/or design;
- imperfect cost estimation, planning and/or project scheduling;
- failures in supply chain and/or on-site construction management;
- weather related events; and
- Social and/or government driven events (such as pandemics).

Whilst the causes of these delays have not changed over the years, the impact in a post-COVID-19 world have been far more pronounced; often creating significantly greater delays to both the tender and construction programs of projects.

How are insurers responding?

Project delays can have a pronounced impact on the availability, cost and coverage of the insurances for these projects; particularly during the current difficult (or “hard”) insurance market cycle. In these circumstances, we will often see insurers seek to amend their terms and conditions and in some extreme cases, not offer coverage at all. It's also important to note that some policies will also include a Cessation of Works clause whereby coverage ceases in circumstances where no construction work is undertaken after a pre-determined period of time (commonly 30 or 60 days) – which can come into play should there be any future temporary site closures (be these due to supply challenges, communicable disease, or other factors).

2. Cost escalation/inflation

The current cost escalation for the 2022/2023 financial year is forecast to be 8-10% for residential construction and 6-8% for commercial

construction, with the costs of some building materials increasing by as much as 40%-50%. Inflationary pressures in the construction sector are having a direct impact on project costs and on the solvency of contractors and subcontractors on lump sum contracts (note: we address contractor/subcontractor insolvency later in this report).

What does this mean for insurance policies?

Construction insurance policies will generally include some flexibility and coverage for both cost escalation and inflation on projects, however this coverage may fall well short in the current environment. It is important to regularly revalidate anticipated construction costs to ensure alignment with the insurance policy (and increase where necessary), including reviewing the sufficiency of off-site storage limits.

3. Supply chain

COVID-19 has had a profound impact on the supply chain for most industries, including construction. Contractors and sub-contractors have faced significant challenges in obtaining visibility and/or managing the procurement of parts and equipment (particularly critical parts with long-lead items) from overseas suppliers and manufacturers. This has led to a raft of issues for construction projects in Australia, including project delays, critical program changes and cost escalation.

What does this mean for insurance risks?

In addition to the insurance issues directly caused by the current supply chain challenges addressed elsewhere in this report, the strategies that project participants are implementing to better manage this risk moving forward may also create unforeseen insurance issues. The use of alternative materials, suppliers and/or construction methodologies, such as modularization or off-site fabrication, could create insurable risks not initially anticipated nor fully covered by the existing suite of insurances.

4. Contractor/ subcontractor solvency

Contractors and subcontractors operating under lump sum contracts with wafer thin margins and limited availability to cash or credit have been significantly impacted by COVID-19.

In Australia, we have seen a number of high-profile insolvencies and it is expected that there will be further collapses as construction companies continue to struggle under growing financial pressure.

What are the impacts on insurance policies?

Insurances for projects are often procured by and directly linked to the contractors delivering the project. As such, once the contractor becomes insolvent, the insurances linked to that contractor will cease to cover those projects.

In these circumstances, owners and principals would need to seek replacement insurances which, if available, would be at an additional cost and likely not provide the breadth of coverage that the project originally enjoyed. Furthermore, there may be existing and/or new insurance losses that may be uninsured, potentially placing the project and the principal under significant financial stress.

5. Contractual risk allocation

As a result of the current challenges facing construction contractors (many of which have been described in this report), we are seeing a shift in the allocation of some key risks (including traditional insurable risks) back to the principal under construction contracts.

Principals and owner assumptions

Unfortunately, some principals and owners are mistakenly assuming that all or most of the traditional insurable risks they are now accepting under these contracts are fully insured.

How are insurers responding?

In the current insurance climate, we often see insurers seeking to impose higher deductibles, low sub-limits, restrictions/limitations in coverage or total exclusions for some critical insurable risks; such as floods, cyclones, pandemics and others. If the contractor is required to maintain the key project insurances; the principal may be unaware as to the extent they are uninsured for these key project risks.

6. New technologies

Construction in the modern world has become increasingly complex. In order to manage the numerous and evolving risks facing construction, many construction companies are looking to adopt new technologies, products, systems and construction methods.

These technologies can help companies remain competitive whilst also continuing to meet the growing list of government standards, consumer demands and principal requirements.

New insurable risks

Whilst new technologies can often dramatically improve the communication, safety, design and/or constructability of projects, they can also substantially change and/or produce new insurable risks; creating a new insurable risk profile for these projects. These new project risks should be tested against the existing suite of construction insurance solutions and either modified (and/or new policies procured/required) to ensure that these risks remain adequately covered.

For example, construction companies are turning to new software and systems to support functions such as design, supply chain and interface management through to the use of drones and autonomous vehicles and equipment. This greater reliance to on-line systems and cloud based technology opens up construction companies to greater cyber risks. Ransomware attacks across all industries have increased substantially since the beginning of COVID-19. Construction companies are not immune to cyber attacks that can lead to construction project delays

resulting in substantial cost and lost opportunity to principals, contractors, subcontractors and other key project participants. Cyber risks are generally not covered under traditional insurance products; they require bespoke solutions from cyber specialist brokers and insurance markets.

Five questions to ask

Lockton recommends that both buyers and beneficiaries of construction insurance policies consider more carefully the following:

- 1 What are the unique “insurable” risks of the project?
- 2 What insurances should be procured for the project?
- 3 On what basis are the insurances procured? (i.e. Annual or Project Specific)?
- 4 What are the covers, limits and sub-limits that should be included in the insurances?
- 5 Who should procure the project insurances?

We recommend that the key project participants fully understand the implications of the evolving “insurable” risks described earlier and ensure that these insurance policies incorporate as much certainty as possible.

It is also important that these parties continually test the adequacy of the insurance requirements and/or policies procured for their projects. Where deficiencies are identified, the insurances should be either modified to reflect this new risk and/or procedures put in place to address circumstances where these elements exceed any pre-described periods, amounts and/or percentage during project delivery.

Finally, we recommend that you engage construction insurance specialists who understand the unique risks of your construction projects and you place your insurance policies with financially stable insurers that understand the construction industry in Australia and have historically demonstrated flexibility when dealing with the issues addressed in this report.

For more information contact Peter Jeeves, National Manager - Construction at Lockton Companies Australia on 0419 945 075 or Peter.Jeeves@lockton.com



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ADT WA is a local Western Australian based company established in 2004. Built on a foundation of extensive earthmoving and heavy machinery experience, it supplies to a variety of industries including construction, earthmoving, quarrying, mining, and agriculture.

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Having started as a small generator sales company in Perth in 2012, Blue Diamond has quickly grown to become a leading national independent equipment distributor. With major operations in Perth, Melbourne and Brisbane we are the exclusive national distributor for leading Japanese brand Denyo Generators and Italian brands Rotair portable Air Compressors and Italtower lighting towers.

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About CCF WA

The Civil Contractors Federation is Australia's peak civil construction industry body. As the voice of the civil construction industry we advocate on behalf of the industry to all levels of government. With branches in all states and territories, as well as a National Office in Canberra, CCF understands the local, state and national issues facing the civil construction industry.

In Western Australia, CCF WA works to ensure:

- You are represented and advocated for – heard at a local, state and national level.
- You are informed – provided with sound advice and the latest information.
- You are equipped – with access to tools and resources that help your business succeed.
- You are connected – our events and publications bring you together with useful contacts, suppliers and each other.



MEMBER

Western Australian
Civil Construction Industry

Suppliers Guide

2022/23



**CIVIL CONTRACTORS
FEDERATION**

CCF WA's tenth annual Western Australian Civil Construction Industry Suppliers Guide includes contact details, profiles and capabilities of 112 CCF WA Associate Members. By supporting their industry group, these companies are demonstrating their commitment to a strong, sustainable and equitable civil construction industry in our state.

(Photo: Works on the Karel Avenue Upgrade by Georgiou Group)

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ADT WA is a local West Australian based company established in 2004. Built on a foundation of extensive earthmoving and heavy machinery experience, it supplies to a variety of industries including construction, earthmoving, quarrying, mining, and agriculture. Commencing as a dealer for the Norwegian Moxy brand of articulated dump trucks, which later became Doosan following their takeover of Moxy in 2008, it continued to evolve in the subsequent years. Today ADT WA still represents the Doosan articulated dump truck range, but expanded to include the Hydrema earthmoving equipment range in 2014. ADT WA is focused on delivering quality and unique products relevant to the Australian market. The combination of our dedication, local industry knowledge, innovative customisation and the strength of the international brands mean that we can provide the precise machinery solution backed up by responsive customer support.



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Alcolizer Technology is a world-leader in the field of Alcohol and other Drugs testing and is recognised as one of Australia's most innovative and forward-thinking companies. Headquartered in Perth, Western Australia, Alcolizer Technology is one of the world's leading manufacturers of alcohol breath testing and drug test devices. For over 30 years law enforcement agencies, industry and personal users trust Alcolizer to keep themselves and their employees safe. Alcolizer Technology is the largest provider of Breath Testing devices to Australian Law enforcement and the largest provider to the Australian Resources sector. Our products are designed in Australia, for Australia and exported around the world wherever people value quality, reliability and innovation. As our company name implies, we started out in alcohol breath testing and thanks largely to a series of key technological innovations we revolutionised the scope and accuracy of the alcohol breath testing industry. Alcolizer Technology has also expanded into manufacturing of drug testing devices and is bringing the same technological advances to this industry with world class innovation and market leading solutions. At Alcolizer Technology we believe alcohol and drug testing is critical for personal safety and a safe and productive work place.



**CIVIL CONTRACTORS
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ALLWEST PLANT HIRE

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Established in 2005, Allwest Plant Hire is a family owned and operated hire provider of heavy earthmoving plant and skilled operators. With a well-maintained fleet, and a highly skilled and experienced team, we have earned an impressive reputation for our ability to mobilise machinery throughout the state with efficiency and ease. Over 250 items of equipment are available for dry hire ranging from excavators up to 50t, dumpers up to 40t, graders, loaders, telehandlers, positracks, padfoot and smooth drum rollers. We can supply our equipment for wet hire with a skilled operator. We can also supply operators for your range of equipment. Generators, air compressors, compaction equipment, light towers, and many other types of smaller equipment are available for hire.



ASSIGNAR

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Assignar is the operations platform for civil contractors. Schedule crews and equipment, manage compliance quality and safety and monitor progress from a single platform. Assignar's fieldworker app allows workers from the field to send through field data such as timesheets, SWMS, pre-starts and site diaries in real-time, connecting your field crews and office team for more streamlined operations.



AUSTRALIAN CIVIL HAULAGE

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Australian Civil Haulage Pty Ltd is a Western Australian owned and operated company providing logistical support solutions to the civil construction industry. With over 100 years of combined experience we can provide high-quality personnel and equipment to deliver a diverse range of solutions to match the needs of large, medium or small scale projects.



BA EQUIPMENT GROUP

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With a complete range of products to suit any application or budget, our experienced teams put their full focus on servicing our attachment customers in the civil construction, demolition, quarrying and mining industries. We offer out of our modern facilities in Wangara WA and Acacia Ridge QLD a comprehensive sales, hire, service and parts offering that is second to none.



BEFORE YOU DIG AUSTRALIA

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Before You Dig Australia (BYDA) is the new national organisation for Before You Dig members. We provide the free pre-excavation referral service for the Australian community where those working near underground infrastructure can obtain plans & safety information from underground asset owners without needing to contact utility organisations individually. Using our service before any excavation project is essential for protecting workers and preventing damage & disruption to vital services such as electricity, gas, telecommunications, and water. Lodge a free enquiry online at www.byda.com.au



BGC ASPHALT

www.bgc.com.au/bgc-asphalt/

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BGC Asphalt has been in operation for over 25 years, supplying and laying asphalt in the Perth metropolitan area. We also operate in regional and remote parts of WA utilising mobile asphalt plants as well as one fixed plant in Port Hedland.



BGC QUARRIES

www.bgc.com.au/bgc-quarries/

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Producing more than 500,000 tonnes of crushed aggregate a year, BGC Quarries is a major supplier to the civil engineering industry and government authorities.



BLUE DIAMOND MACHINERY

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Mark Davis, National Sales Manager

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Having started as a small generator sales company in Perth in 2012, Blue Diamond has quickly grown to become a leading national independent equipment distributor. With major operations in Perth, Melbourne and Brisbane we are the exclusive national distributor for leading Japanese brand Denyo Generators and Italian brands Rotair portable Air Compressors and Italtower lighting towers. Blue Diamonds core strength lies in our ability to supply high quality equipment at extremely competitive pricing, along with industry leading support. Trusted by major mine sites, Tier 1 rental and construction companies you can be assured you are getting the right equipment and right advice for your fleet or project.

BORAL

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Boral is one of the leaders in the Australian building & construction industry, with over 70 years of experience in the manufacturing and delivery of construction materials. Boral offers tailored solutions for all your building, civil and infrastructure projects, whether it is haul roads or airstrip construction, mobile concrete delivery and even crushed rock applications.



BOYA EQUIPMENT

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Boya Equipment is the largest and most reliable Kubota dealership in Western Australia. Located in Wangara, just a half-hour drive from Perth, Boya Equipment has a wide range of Kubota construction machinery; from articulated loaders, excavators, and hammers amongst other heavy equipment. With an on-site pit, our customers are always welcome to test drive any of our construction equipment before making any purchasing decisions. Our commitment to providing excellent service in machinery, accessories, Kubota spare parts, as well as support to the agricultural, horticultural, and construction industries across Perth and rural areas, stems from the belief in our products, and years of industry experience.



BRENTNALLS WA

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Brentnalls WA are Perth-based chartered accountants and business advisors who work with business owners and their management teams. We offer our clients proactive and strategic business and financial advice, helping them to connect the strategy and numbers in their business, and providing them with strategies for sustainable, profitable growth. Ultimately, we help our business owner clients to achieve their personal and business goals whilst protecting their interests. Since our establishment in 1993, we have helped many businesses in construction and civil across Western Australia and beyond to achieve business growth and success. Contact us to learn how we can help you.



Brentnalls

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and Advisors

BROOKS HIRE

www.brookshire.com.au

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Built on a foundation of 42 years' experience in the industry, the Brooks group of companies comprises nationally operating hire, sales, and transport divisions, specialising in the dry hire of heavy construction and earthmoving equipment, as well as access equipment, site services, and transportation services. Our modern fleet of machinery is serviced and maintained in line with OEM guidelines, and is backed by trade qualified heavy diesel mechanics, on call 24/7. Project Specialists provide end-to-end solutions for your project from start to finish. Our reliability and trusted reputation has seen the company grow to include 19 branches Australia-wide, and has provided the buying power to purchase brand new equipment for our clients as they require them. We have every confidence that we will be able to deliver the reliable equipment that you need for your next project. Brooks Hire is certified to ISO 9001, ISO 14001, and ISO 45001.

BROOKS HIRE

BUNBURY MACHINERY

www.bunburymachinery.com.au

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Bunbury Machinery is a major supplier of construction and agricultural machinery for purchase or dry-hire. Backed up by industry-leading knowledge, service and repairs, Bunbury Machinery is one of the most reliable machinery outlets in the South-West. We will get your machine back to work in the quickest time possible, as we understand the importance of a quick turnaround. With the combined training and experience of our team, and the support of our suppliers, we are able to efficiently and professionally service and repair all of the machinery that we sell. We identify and supply you with the right parts, no matter what the make or model of the machine.



CALDERTECH

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Caldertech Australia specialises in high-quality products and complete solutions for installing, repairing and maintaining PE pipe networks for the water and gas industries up to 1200mm diameter. We manufacture and supply a wide range of products for Sale and Hire, including our Automatic and Manual Butt Fusion Machines, Electrofusion Welders, Water and Gas Flow Control Equipment, and all Electrofusion and Butt Fusion related Tooling. Our products are manufactured in Australia and the UK which are distributed worldwide with a reputation for quality spanning over 30 years. This experience with our full on-going support and industry knowledge is what set us apart from the rest.



CARBON LEASING & RENTALS

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CarBon is Australia's first purely Electric Vehicle Leasing, Subscription & Rental company. We connect with EV manufacturers and new energy technology participants from across the globe to provide affordable, best in segment vehicles for the Australian market. CarBon is partnering with organisations from a range of industries to decarbonise transport and reduce carbon emissions. As specialists in green leasing, rental and vehicle subscription, CarBon also offers education, advocacy and information for individuals, groups and businesses wanting to learn more about transitioning to EVs. By harnessing the latest EV technology and teaming up with the logistics industry, CarBon is driving a profound shift in the way we move goods, services and people as it creates a new pathway for sustainable business in Australia.



CBUS SUPER

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Cbus is the leading industry super fund for the construction, building and allied industries. As one of Australia's largest super funds, Cbus is passionate about providing strong retirement outcomes for members and helping employers manage their business superannuation needs. Established in 1984, Cbus is run only to maximise returns to members, and not profit to shareholders. Cbus' Trustee is United Super Pty Ltd 46 006 261 623 AFSL 233792 Cbus ABN 75 493 363 262



CJD EQUIPMENT

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52 Great Eastern Highway, South Guildford, WA 6055

Founded in 1974, CJD Equipment is a privately owned Australian company and leading provider of world class equipment and trucks. Partnering with international manufacturers, CJD Equipment offers a diverse range of superior products from iconic brands such as Volvo Construction Equipment, SDLG Construction Equipment and Kenworth and DAF trucks. CJD's branch and dealer network spans the country from Australian capital cities to regional country towns, providing 24/7 sales, parts and service support from over 500 highly experienced staff with knowledge and skills that is unsurpassed in the industry. Big Enough to Trust, Small Enough to Care – CJD strongly believe the only way to do great work is to love what you do and are passionate about supporting customers for the long haul.



CLARK EQUIPMENT

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Clark Equipment brings the big names in equipment to the construction, infrastructure, agricultural, mining, materials handling and logistics sectors of our economy. As both a manufacturer and distributor, we know what is required to make equipment work. We have the on-the-ground distribution supplying the best of equipment; parts support with a Central Parts Distribution availability rate of almost 90%; service support from modern workshops, factory-trained technicians, a fleet of mobile service vehicles, and authorised service agents; and comprehensive equipment financing and rental options.



CLOUDCON

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Cloudcon was founded to help overwhelmed businesses improve their operational efficiency by reducing their administrative load. We were born to bring paper-based systems into a consolidated platform, creating customised software solutions that are easy to install, use and understand. Our customer-centric focus means that while we're working on the innovation to meet your specific requirements, we're going to make sure you have the best possible experience engaging with us. Our aim is to make the entire process less challenging and more enjoyable.



CLOVER PIPELINES

www.cloverpipe.com.au

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10 Radich Chase, Wangara WA 6065

As Australia's most complete supplier of pipeline infrastructure products, we offer unbiased consultation that always considers the context and challenges specific to your project. We provide a comprehensive range of industry leading PVC, Ductile Iron, Polyethylene, Mild Steel and Glass Reinforced Polyester pipe, fitting and valve solutions so we can best serve our clients across Australia and the Asia Pacific region. Our complete product suite allows us to remain nimble in response to unique requirements, resulting in a custom solution that focuses on unbiased, best-practice design without a preference for what we have on hand. We leverage our range to specify the optimal products for your system: our products don't just satisfy baseline requirements, they create value in their implementation as a whole solution.



COFFEY TESTING

www.coffeytesting.com

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At Coffey Testing, we provide quality assurance and independent geotechnical testing to our clients in the most efficient and commercial manner. Aggregate, concrete and soil testing requires a diligent approach and focus to ensure accurate results. We have over 25 locations Australia wide including remote project laboratories. We have 60 years' experience working on small, medium, and large sized projects across all sectors of construction including civil.



CONNECT RESOURCES

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Connect Resources is a specialist provider of recruitment and labour hire solutions in Western Australia. Our recruitment team have a combined 15+ years' experience recruiting for local roles in Perth and FIFO roles in regional WA, specialising in labour hire and permanent placements for the Civil Construction; Construction; Mining; Warehousing & Logistics; and Professional industries. Connect Resources works to get the job done with a focus on safety and open communication.



CONSTRUCTION TRAINING FUND

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Construction Training Fund is creating a skilled and sustainable workforce for the Western Australian building and construction industry. We collect a training levy and use it to reduce the cost of training a diverse, job-ready workforce and educate the next generation about the variety of exciting roles and opportunities on offer in our industry.



CR KENNEDY

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If it needs to be measured, mapped or modelled, C.R. Kennedy Survey has the solution. C.R. Kennedy is the solutions provider for the surveying, construction, mining, mapping and wider geospatial industries. A significant aspect of our offering is that we have access to partners around the world where we can source the latest in high tech spatial measuring equipment and related software solutions. The list includes land surveying equipment, unmanned aerial vehicles (UAV's), high definition 3D scanners, machine control, mobile mapping tools, underground service locators, ground penetrating radar, geospatial information systems (GIS) and an extensive array of software packages to suit the equipment and the application.



DAN MORRIS LEGAL

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Dan Morris Legal only looks after the legal needs of civil and construction contractors. All their needs: contracts, land, property, litigation, securities, corporate law, banking, finance, equity and trusts, debt, civil wrongs, unjust enrichment, vocational regulation - anything. But only for contractors. Dan has fought and won trials and appeals as sole counsel in every WA Court and Tribunal. He doesn't brief expensive, external counsel. He does the job himself. When Dan presses for fairer contract terms for his clients, the biggest players in town concede. Dan's automation of time-barred notifications and claims is easy to use, expertly designed and the only one of its kind. Dan is multi-award winning, widely published and highly sought-after for his expertise in construction law. Stand strong and confident with Dan Morris Legal.



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www.davidmoss.com.au

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DAMOS is a leading manufacturer of PVC and HDPE Pipes, Fittings and accessories; established in Perth since the early 1960's as the David Moss Corporation, we supply a range of standard and customised solutions into clientss across the ANZ region. With manufacturing facilities In WA and QLD, we have in house production and fabrication capabilities in order to support a variety of projects and industry sectors.



DEVELOPMENTWA

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DevelopmentWA is the State Government's central development agency, operating across Western Australia with a diverse portfolio of industrial, commercial and residential projects. We operate under the Western Australian Land Authority, Metropolitan Redevelopment Authority and Hope Valley-Wattleup Redevelopment legislation. Formed through the merging of LandCorp and the Metropolitan Redevelopment Authority, our collective experience is delivering sustainable communities, prosperous industry and resilient regions right across Western Australia to help shape our state's future.



DIECI AUSTRALIA

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Dieci's extensive range of Telehandlers are known for their quality Italian design and manufacturing which have been tailored to perfectly suit the Australian market. Throughout its more than 50 years in business, Dieci has focused on constantly researching innovative technologies in agricultural, industrial and construction sectors to produce machines that are innovative, operator focused and expertly designed. This quality focus is backed by providing excellent after-sales support and service.



DIRECTIONS WORKFORCE SOLUTIONS

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Directions has over 30 years' experience providing workforce development solutions to businesses through apprenticeships and traineeships, alongside career development and advice to assist jobseekers to make the best choices. As a community based registered charity organisation, our focus is on results and on making a difference. We do not focus on profits or numbers but on outcomes and relationships. Our services support companies and individuals at all stages of life. Small enough to care about the personal touches and big enough to ensure you get all the support, expertise and advice you and your apprentice or trainee needs throughout the term of their training so you both get the most out of the experience. Any profits we make are reinvested into programs and activities that support our local community.



DK KAARTDIJIN

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DK Kaartdijin is a Supply Nation Certified business which operates as a Contract Facilitator. One of our main commitments is to positively influence Indigenous lives while delivering on-time and on-budget services to industry. We can do this because we have built up an experienced and reliable workforce and supply chain. This is a powerful combination with means we can undertake both large and small projects which meet clients' needs in a safe and timely manner.



DOBBIE

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 430 Victoria Road, Malaga WA 6945

The Dobbie name has been synonymous with the Australian foundry industry since 1862. Incorporated in W.A. in 1940, we've been the go-to name in precision engineered castings ever since. Our foundry produces quality castings for the civil infrastructure, defence, resources, fire protection, rail, heavy industry, gas reticulation and bespoke custom castings industries. Dobbie has a long, established history of manufacturing/supplying civil infrastructure products, for both government entities and commercial contractors and remains a primary supplier of MS gate & swing check valves, ductile iron pipe fittings, repair couplings, tapping bands, covers and other associated infrastructure products to the municipal water, residential subdivision, agriculture and gas supply sectors throughout Australasia. We have numerous product supply approvals with Water Corp. At Dobbie we may be recognised for our quality, cost effectiveness and product performance, but it's our superior level of customer service that makes us stand out.



EJ AUSTRALIA

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EJ in Perth has a Perth warehouse full of infrastructure access solutions for your water, sewer, drainage, telecommunications and utility networks, and made to comply with the latest Australian Standards. When you need a manhole cover or stormwater grate, contact us for quick and easy supply.



ENERGY SKILLS SOLUTIONS

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Energy Skills Solutions is a Registered Training Organisation offering electricity and electrical training, assessment and training-related services to a range of industries. Training courses for the civil construction industry include: Underground Cable Laying; Underground Cable Jointing and Terminating; Identifying and Locating Underground Utility Assets; and Working Safely Near Electricity Network Assets (Overhead Power Lines and Underground Cables).

Training courses are offered as a public course or as a corporate course (single client only). If you require a corporate course, our flexible approach to training ensures that we can fit in with your operational requirements and works program.



ENVIRO PLANT HIRE

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Enviro Plant Hire is a reliable, Western Australian owned and operated plant hire business servicing customers in the infrastructure, resources and energy sectors across Australia. With sites in Perth and Karratha, we source and supply quality plant, equipment and machinery so you can deliver your projects safely, efficiently and cost-effectively while minimising your environmental footprint. We are a certified Climate Active Carbon Neutral organisation, committed to action against climate change and protecting the communities in which we operate.



ENVIRO SWEEP

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Enviro Sweep is proudly Australian Owned and is the largest provider of road sweeping services with a Large modern fleet of over one hundred and forty (140) technologically advanced and well-maintained road sweepers operating Australia wide. Our fleet of 40 sweepers operating from our Maddington facility are able to provide 24 hour 7 days per week coverage.



ESO SURVEYORS

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ESO Surveyors provides specialist surveying solutions to the Australian construction industry. We deliver our services with highly qualified and experienced surveyors using the latest technology available. Our clients are mainly the Tier 1 and Joint Venture constructors and we have been involved in some of Australia's most iconic construction projects. Starting in Sydney over 30 years ago, ESO Surveyors now has offices in Perth, Sydney, Melbourne, Brisbane and Adelaide, employing over 100 staff. Our Branch Offices provide support to our on-site staff with specialists in data processing, CAD drafting, I.T., Human Resources and Quality and Safety Systems. Our Perth State Manager is an experienced and qualified construction surveyor who has a deep understanding of the needs of the industry. In an industry that presents many challenges, ESO Surveyors has a proven track record of delivering quality and value outcomes for all its clients.



FT WORKFORCE

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FT Workforce has a strong reputation in the recruitment & labour hire industry for having experienced consultants who understand the unique requirements of specific industry verticals. Finding highly skilled and well-experienced recruitment & labour hire personnel is now easier than ever when you entrust your staffing requirements to us. When you let a specialised recruitment firm such as FT Workforce handle the tasks of recruiting the right people for your projects, you will be able to save your resources and focus on other important aspects of your business. Through our dedicated labour hire specialist consultants, FT Workforce is able to deliver recruitment & labour hire solutions that align with your corporate culture and also meet your technical requirements. With 9 office locations nationwide you can be guaranteed local service for your next PSA. Our recruiters offer specialised recruitment services spanning across a range of industries with a culture that is focused on exceptional recruitment service. It's driven from our team of recruitment professionals, who contribute to the customer journey which ensures that they return time and time again. We only employ the highest calibre of recruitment consultants that take care of and nurture our customers' needs, creating lasting partnerships.



GHD

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GHD is a global professional services company that leads through engineering, construction, digital and architectural expertise. Our forward-looking and innovative approaches connect and sustain communities around the world. Delivering extraordinary social and economic outcomes, we are focused on building lasting relationships with our partners and clients. We aim to make water, energy and communities sustainable for generations to come by helping our clients navigate complexity from environmental approvals, to design and project delivery. In Western Australia, we are 700+ diverse and skilled professionals located in Perth, Albany, Bunbury, Geraldton and Karratha, supported by 10,000+ people across five continents. Our integrated team has worked on some of the largest infrastructure projects in Western Australia, including most recently Tonkin Gap and Forrestfield-Airport Link



**CIVIL CONTRACTORS
FEDERATION**

The Voice of the Industry

HANSON

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PO Box 187, Victoria Park WA 6100

Hanson is one of Australia's leading suppliers of heavy building materials to the construction industry. We produce aggregates, including crushed rock, sand, gravel, crusher dust and road base and a high quality premixed concrete range. This includes over 10,000 standard mixes, as well as premium and decorative concrete solutions that offer additional benefits like increased strength, higher durability, or in the case of our Imagecrete range, greater aesthetic appeal. Our third business division is precast concrete. It focuses on providing our customers with architectural and engineering solutions through modern precast design and a product range that includes loadbearing facades, cladding, hollowcore wall panels as well as flooring and structural precast concrete. Hanson is part of the HeidelbergCement group, which employs 57,000 people across five continents. HeidelbergCement is a global leader in aggregates and has leading positions in cement, concrete and heavy building products.



HEELAN & CO

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We are a consulting firm specialising in providing industrial relations and management services. We only work for employers.



HHG LEGAL GROUP

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HHG Legal Group has been proudly assisting Western Australian families, businesses, governments, and individuals for over 100 years. Our team understands the importance of the construction industry in Western Australia and its need for specialised and project driven lawyers. Whether you are the principal in a large mining, civil or infrastructure project or a domestic subcontractor, your business is guaranteed to be at risk in at least four areas: payment, timing, quality, and scope. Our experienced team of construction lawyers will help you identify, manage and minimise your risks from tender, to contract negotiation to final payment. Whatever the size of the project or your place in the contractual chain, our Building & Construction lawyers will find and implement strategies to improve your bottom line. When you choose to engage with HHG's construction team for all your commercial, employee & industrial relations, dispute resolution, property, and business succession law needs, we understand the law that applies to your business and our lawyers are committed understanding your business operations to offer you cost-effective tailored solutions. CCF Member offer: Free initial 30-minute consultation either in person, over the phone or via video call.



HIQA GEOTECHNICAL

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HIQA delivers NATA accredited geotechnical services for the government, construction, defence, and mining industries. Our quality control, conformance testing, and sampling services include: Concrete Sampling and Testing; Aggregate Sampling and Testing; Asphalt and Bitumen Sampling and Testing; Soil Sampling and Testing; and Annex Laboratories. In addition to these main services, we also provide: Environmental Sampling and Testing; Site classifications for residential slabs and footings; Pavement Investigations; Geotechnical Field Investigations with factual reporting. Our team is united by a simple but powerful mission: To be the preferred choice for our clients, our suppliers, our team members, and the industry at large.



GEOTECHNICAL

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INSPECWEST

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IPLEX PIPELINES

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JACKSON MCDONALD

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Jackson McDonald is an independent, full-service commercial law firm offering legal expertise in a wide range of areas. Having operated in Western Australia for almost a century, we are one of the State's largest law firms with 24 partners and almost 200 staff. We are proud of our deep networks with industry stakeholders from commercial businesses and regulatory bodies to government authorities. We have a rich history of helping multinational corporations and mining companies, banks and government agencies, local developers and high net worth individuals achieve their legal objectives.



JAYBRO

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KNIGHT HEALTH

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Locations: Mindarie, Wanneroo, Ellenbrook, Ascot, South Perth, Riverton, Armadale, Spearwood, Rockingham, Mandurah, Kalgoorlie and Albany.

Knight Health is a dedicated provider of occupational health and pre-employment medicals for a variety of industries and sectors including mining, construction, manufacturing & fabrication, logistics & transport, oil & gas, and packaging & processing. Built on delivering an outstanding service and offering exceptional value, Knight Health partner with all our clients for their individual business needs. All our medical assessments are tailored specifically to your project and organisation's requirements and are performed to ensure an employee can fulfil the requirements of a role, work in a specific situation and to protect them from potentially harmful work environments. With 10 locations across the Perth metro area and affiliate clinics across Australia, Knight Health has the capabilities to service all your current and upcoming workforce and project medical needs.



KOMATSU AUSTRALIA

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Komatsu Australia in conjunction with Komatsu LTD provide an end to end product solution across all sectors of our construction quarry and mining industries. Our full range of equipment provides durability and reliability that's second to none, and we That's continue to lead in delivering Intelligent machines with our SMART construction range. This allows our customer meet their business goals with high-quality equipment that improves production and lowers operational costs.



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Kooya is Australia's first, largest and only Indigenous Fleet Management Company. We provide bespoke leasing, fleet management, fleet procurement and rental solutions across Australia for all types of requirements, in all types of environments, for all types of commercial and industrial applications. Kooya engages a network of partnerships across Australia to deploy and support vehicles into every corner of the country. From our Nation's largest cities to the most remote construction locations throughout our country. Kooya is your partner for fleet, construction and transport vehicles.



KULBARDI

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It is Kulbardi's vision to become the most successful Indigenous stationery and workplace supplies company, as the supplier of choice across our nation. Our vision expands beyond the reach of promoting mutual corporate outcomes for partners into the realms of social and economic Indigenous community development. Kulbardi's community investment model via the Bibbulmun Fund provides for holistic and comprehensive growth for corporate and Indigenous Australia. Kulbardi is a 100% Indigenous owned and managed entity established to create and maintain strategic, sustainable, partnerships with Indigenous to non-Indigenous businesses for the supply of stationery and workplace supplies to Australia's largest corporate companies, including Local, State and Federal Government agencies across Australia.



LAVAN

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Lavan is Western Australia's largest independent law firm with more than a 120-year history. Lavan's Construction and Infrastructure team has a unique understanding of the local civil construction industry. Civil contractors, both large and small, consistently choose the team to negotiate and draft significant contracts, handle claims management strategy and dispute resolution, and provide representation in litigation if and when necessary. Lavan's team has outstanding relevant industry experience with all forms of construction contracts in use in Western Australia (standard or customised), and can assist civil contractors in the following ways: "Trouble-shooting" advice on the end of a phone call or email on an "as and when required" basis; Construction contract reviews for civil contractors. Lavan's team is constantly involved in drafting and reviewing such contracts and understand the reasoning behind the various clauses and forms used, the common "traps" for civil contractors, and mechanisms by which a civil contractor can protect and enhance its position; Pre-dispute advice on claims arising out of construction contracts. Lavan can assist a civil contractor in presenting and defending claims before any dispute arises and provide strategic claims advice; Representation in all forms of dispute resolution including litigation, arbitration, mediation, expert determination and rapid adjudication (security of payment) claims under the Construction Contracts Act (WA).



LEDGE

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Ledge Finance is one of Australia's most trusted commercial finance companies. West Australian-owned and operated – we are commercial finance brokers with a difference. Delivering tailored commercial finance solutions to businesses across Western Australia and nationwide for over 40 years, we have the knowledge and experience to assist your business in fulfilling its true potential. Our team has forged strong relationships with Australia's leading banks and major specialist business lenders. We aim to secure the most suitable corporate or asset finance solutions on your behalf – and at the right price. We partner with our clients to create and consolidate long-term, mutually beneficial relationships, assisting them with the overall financial health of their business, which compliments their borrowing requirements. We constantly strive to provide value to our clients, their employees, and their families in new and innovative ways, whether by promoting them through our digital marketing channels or through engagement with our industry service partners. When you come to Ledge, you aren't just getting competitively priced finance facilities; you are getting a partner who will work with you to help grow your business.



LIFTRITE HIRE & SALES

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LiftRite Hire & Sales are one of Perth's leading suppliers of premium earthmoving machinery supplying world-class big brands like Kobelco and the Manitou skid & track loader range. Since 1983, we've built our reputation throughout Perth and across the state for sales, hire and maintenance of new & used materials handling and earthmoving equipment. We offer a tailored and responsive one-stop shop for our customers across the construction, mining and agricultural industries. We have a full range of excavators, skid steer and track loaders, rough terrain forklifts, attachments and more. Check out www.LiftRite.com.au for an unrivalled variety of earthmoving and forklift options today.



LIQUID LIMIT

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Liquid Limit provides assistance to time-poor organisations to prepare or review documentation required for submissions, prequalification, management systems, audits, project deliverables and the like. The business partners have extensive experience across a range of disciplines, working with a variety of civil construction companies in Perth and Regional areas.



LITTLE DIGGERS

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Little Diggers specialises in limited access earthmoving equipment and access equipment for civil construction contractors, governments, builders, defence and other service providers.



LOCKTON COMPANIES AUSTRALIA

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M8 SUSTAINABLE

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M8 Sustainable Ltd is a public company that owns and/or operates a number of recycling and disposal sites specialising in: operation and maintenance of household waste treatment facilities; resource recovery from C&D and C&I waste; and landfill operations and management. These operations were carefully chosen and integrated to maximise synergies, in accordance with the principles of our unique ecosystem business model. The expertise at M8 lies in developing, acquiring, integrating and consolidating waste management operations.



MAJOR MOTORS

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Manheim is an Australian market leader backed by Cox Automotive in the provision of mining, construction, civil, industrial, transport, marine and automotive remarketing services, with an unrivalled range of products, services and expertise. The operations in Australia are backed by Manheim Worldwide. At Manheim Australia we aim to offer the best solutions from local expertise gained from over 50 years of experience in the Australian market. As one of Australia's leading provider of mining, construction, civil, industrial, marine and automotive remarketing services, Manheim caters for the needs of a diverse range of industry sectors including but not limited to Mining (fixed and Mobile plant), Civil, Construction, Industrial, Transport and Marine. We offer onsite valuations, appraisals and online sales for all types of equipment and packages large or small throughout the whole of WA and nationally.



MASS RESOURCES

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Whether you're a local sub-contractor, national contractor or a small construction company, Mass Resources can deliver the right people to power your productivity. Our team of building and construction recruitment specialists understand the evolving landscape of the civil and construction industry and the unique challenges within it. This experience ensures we can help you spot potential challenges before they become issues. What makes us different? We Understand the demands of remote locations and provide flexibility to scale up or down as needed. We Acknowledge that every project is different and will custom-build a solution that works for you. We Conduct HSE audits and industry-related training. We Know the PPE requirements within this industry and have screening processes to identify workers at risk of injury. We Provide peace of mind knowing you're partnering with an LSL construction award compliant supplier.



MATES IN CONSTRUCTION WA

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MATES is a charity established in 2008 to reduce the high level of suicide among Australian construction workers. MATES provides suicide prevention through community development programs on sites, and by supporting workers in need through case management and a 24/7 help line. The MATES program is based on the simple idea that suicide is everyone's business. If the building and construction industry in Australia is to improve the mental health and well-being of workers and reduce suicide, then it cannot be left to mental health professionals: everyone in the industry must play their part. Working for the construction industry in general, MATES is independent of employers and unions and never works directly for an employer. Programs are delivered across the industry regardless of employer or union affiliation.



MAYDAY RENTAL

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McIntosh & Son is a leading Australian machinery dealership group for the construction, earthmoving, agricultural and turf maintenance industries incorporating sales, finance, service and parts. With 11 locations across WA, QLD & VIC, McIntosh & Son is committed to providing a comprehensive and exceptional customer service.



MCT EQUIPMENT

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MJB Industries Pty Ltd is a manufacturer of concrete pipe and precast products that prides itself on its quality & service. As a state-wide supplier MJB is the choice for many civil companies, contractors and government departments throughout the state of Western Australia. Over the years MJB has grown and diversified into a large enterprise which is now one of Western Australia's larger pipe and precast manufacturing plants. Our pipe range starts at 300mm with the ability to produce pipes and liners up to 2100mm diameter. MJB's precast division produces box culverts, Main Roads WA drainage structure components and headwalls.



MOTIVATION FOUNDATION

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52 Harrow Street, West Swan WA 6055

We are a not-for-profit organisation aiming to educate and develop life and employability skills for school students enrolled in Year 11, 12 or equivalents from diverse backgrounds. We offer students the opportunity to achieve a nationally recognised Certificate II in Civil Construction and Certificate II in Resources and Infrastructure Work Preparation, through on-site training and workplace experience while still in high school. Most importantly, the Motivation Foundation transitions students to the world of work, supporting the skills required by the community, while at the same time providing for the needs of students and their families, relieving poverty and advancing education.



NATIONAL CREDIT INSURANCE (NCI)

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At NCI, we have established ourselves as the leading trade credit insurance broker in Australia and New Zealand. Our offices extend to all major capital cities in Australia, Auckland, Wellington, Singapore and Malaysia. This international presence ensures we have the most up to date and accurate information on any business around the globe. Trade credit insurance is a highly specialised area of insurance. Over our 30 years of experience, we have developed an unmatched depth of expertise in arranging the right protection, at the best price, for your needs.



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NUDGE FOUNDATION

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Nudge is a charity established in 2007 that aims to create an employment ripple effect that spreads from trainees and through organisations to transform lives, families and communities. At Nudge, we give young people looking to kickstart their careers and employers looking for trainees the personalised advice, tailored support and confidence they need to make traineeships work. For trainees. For employers. For the good of families and the community. We're trainee (apprentice) and traineeship specialists. Our team of recruitment specialists, training experts and mentors works one-on-one with young people and employers across Western Australia. It's a personalised approach that means we're able to help trainees build the work skills, life skills and confidence they need to succeed, supported by employers and colleagues who understand how to onboard and nurture young talent that enriches their business and improves their recruitment investment.



OFFROAD TRUCKS AUSTRALIA

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Offroad Trucks Australia (OTA) is the leading importer and distributor for TATRA Trucks – heavy duty off road vehicles produced in the Czech Republic. We're proud to be aligned with TATRA as their exclusive partner Australasia wide for over 25 years running. Our products are world renowned for their unique design, proven minimal downtime, longer life, lower total operating costs, and unbeaten performance in all conditions. As a privately owned family business, we appreciate good old fashioned customer service. We will work with you from concept to completion to determine the best truck solution for your specific needs, while also reducing your costs and providing a safe working environment.



PERTH MATERIALS BLOWING

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PINNACLE HIRE WA

www.pinnaclehire.com.au

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PORTER EQUIPMENT

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The Porter Group supplies world-leading brands of heavy equipment across sales, hire and parts in four countries- Australia, New Zealand, Papua New Guinea and Southern California in the USA. No matter your industry, we understand what it takes to get your business moving. Our quality range of equipment includes Hyundai tracked and wheeled excavators and wheel loaders, Sandvik mobile crushers and screens, Ammann compaction equipment, Furukawa rock breakers, Terex articulated dump trucks and NC site dumpers. At the Porter Group, we don't just supply equipment, we supply the expertise to match it to any application, the skills to maximise its uptime, and the finance to make it all happen.



POSITION PARTNERS

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With more than 300 people in offices Australia-wide, in South East Asia and New Zealand, Position Partners is focused on the distribution and support of intelligent positioning solutions for geospatial, construction and mining projects. At Position Partners, we are committed to increasing productivity for our customers and building lasting business relationships around high calibre positioning activities. Position Partners is the exclusive Australian distributor for Topcon machine control and positioning systems. Complementary solutions from other leading technology innovators include 3D laser scanners, remotely piloted aircraft, machine weighing and proximity detection systems and a range of deformation monitoring options. Advanced hardware systems are powered by sophisticated software platforms that enable customers to analyse, monitor and design efficiently. A full range of leading instruments and systems is backed by reliable service and industry expertise to give our customers the support they need for any project.



POWER ON PLANT HIRE

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Power On Plant Hire offers a wide range of plant hire solutions inclusive of excavators, excavator attachments, water carts, tipper trucks, vac trucks, loaders, tracked loaders and various small plant and equipment. We provide dry and wet hire on an array of equipment for a variety of clients and applications including private & government contractors, civil construction sites, rail and mining companies. With over 20 years of experience in the construction & related industries, Power On Plant Hire is the plant & equipment hire company of choice. We have worked with a diverse array of clients: from small projects to some of the largest tier construction companies in Australia. We pride ourselves on the excellent quality of our equipment, service and the experience and knowledge of our team, so whatever your equipment hire needs, you know you can rely on Power On Plant Hire to deliver.



PROTECH GROUP

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PSC INSURANCE BROKERS

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RAPID CRUSHING & SCREENING CONTRACTORS

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Rapid Crushing & Screening Contractors Pty Ltd, a privately owned WA Company, was established in 1978 and continues to be a leading service provider to the civil contracting, mining and resource industries throughout Australia through the provision of crushing, screening and conveying equipment either on contract tonnage rates or on hire. We are the largest independently owned crushing & screening contractor in Western Australia. The company specialises in crushing and screening of all types of mineral ores including iron ore, gold & nickel, special class site preparation fill materials as well as concrete and road aggregates (to AS & MRD specs), rail ballast, road base, blast stemming, rip rap & armour rock. In addition to offering crushing & screening services, Rapid has established a new service in constructing mine site tailings facilities. Rapid Dams offers services in building wet and dry lift tailings storage facilities, plus clay and HDPE and PVC lined ponds built to any size. We also undertake dam extensions, the raising of embankments, road construction, drainage and rehabilitation earthworks.



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RecruitWest was founded in 2001 with the vision of providing honest and reliable Recruitment Services to the Industrial and Resources sectors of Western Australia. The dream started with a dedicated and experienced team of industry-based professionals who were passionate about delivering an efficient and cost effective service to clients. The inspiration to achieve these services was driven by the family values incorporated into developing long lasting valued business relationships. RecruitWest has evolved from the purity of delivering Staffing, to now also providing a range of Integrated Business Solutions including Human Resource Management, and Workplace Health and Safety.



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ReddiFund supports the building and construction industry in W.A. by providing a fee-free employee redundancy entitlement service for employers to meet their legal obligations for Redundancy Entitlements. We also offer various insurance covers at low cost premiums for those who are a member of the fund plus corporate health insurance discounts with HBF and HIF. ReddiFund is a major sponsor of MATES In Construction WA to enable them to continue their invaluable service to workers and their family within the building and construction industry so that help is available to them when they need it the most.



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