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Department of Planning, Industry and Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124

7 August 2020

Ref: 170108-ERDPIEJul20-SSJCSLWTSOMS2B

Dear Rob

**Re: Sydney Metro City and South West - ER Monthly Report for July 2020 – CS, SSJ, LW, TSOM and S2B**

Healthy Buildings International (HBI) submits this report to the Secretary in accordance with:

- Condition A24 (l) of the Sydney Metro City and South West Chatswood to Sydenham CSSI 15\_7400 Approval (9 January 2017) and associated modifications (MOD1\_Victoria Cross and Artarmon (18 October 2017), MOD2\_Central Walk (21 December 2017), MOD3\_Martin Place Metro Station (22 March 2018), MOD4\_Sydenham Station and Metro Facility South (13 December 2017), MOD5\_Blues Point Acoustic Shed (2 November 2018), MOD6\_Administrative Changes (21 February 2019), and MOD7\_Administrative Changes (29 June 2020); and
- Condition A26(j) of the Sydney Metro Sydenham to Bankstown Upgrade SSI\_8256 Approval (12 December 2018).

The attached summary details the following key activities undertaken by ERs for Sydney Metro – City and South West Chatswood to Sydenham (C2S) during the month of **July 2020** for Sydenham Station and Junction, Central Station, Line Wide and Train Service Operation and Maintenance works.

It also provides a summary in relation to the Sydney Metro - Sydenham to Bankstown (S2B) for the same period.

Yours sincerely

Jo Robertson  
Environmental Representative

Sydney Metro Cc: Carolyn Riley, Fil Cerone, Ben Armstrong, Hugh Chapman, Andrew Hendy, Simon Fisher, Tim Solomon, Ann Patterson,  
DPIE Cc: Elizabeth Williamson, Alice Pryke, Erica van den Honert  
IEP Cc: Larry Weiss, Julie Dickson



Summary of Contract Packages		Environmental Representative/s
Sydenham Station and Junction (SSJ)		Jo Heltborg
Central Station		Michael Woolley
Northern Corridor (NCW)		Peter Hatton
Line Wide (Tallawong to Bankstown)		Peter Hatton
TSOM (Train Service Operation and Maintenance)		Peter Hatton
Sydenham to Bankstown Sydney Metro Early Works (SMEW)		Jo Robertson
Key Construction Activities		
Sydenham Station and Junction (SSJ)	<ul style="list-style-type: none"> <li>▪ Geotechnical Area – Retaining wall construction ongoing. Backfilling of CSR excavations underway. Non-destructive digging (NDD) and service installation in base slab of building. Replacement of building walls</li> <li>▪ Platform 6 - Excavation of footings and preparation for concrete pour of base slab of new customer service building</li> <li>▪ Hogan Ave – Groundwater monitoring well installation and groundwater level and water quality investigation for proposed underbore</li> <li>▪ Platforms 1 &amp; 2 – Headstocks complete for the aerial concourse. Lift shaft bases and staircase footings complete; precast on station stairs commenced; Refurbishment of heritage building on Platform 2/3 ongoing</li> <li>▪ Sydenham Rd triangle area – Cutover to the existing culverts commenced</li> <li>▪ 11 Sydenham Rd - Backfilling of precast culverts continuing. Sewer installation works complete. Excavation of water main through the centre of the site</li> <li>▪ Sydenham Pit and Pumping Station – Reinstatement of open central drainage channel</li> <li>▪ Confluence Structure &amp; Temporary Upstream Connection – Construction of the confluence structure ongoing (internal works); Bulkhead installed in western channel and temporary bypass walls demolished</li> <li>▪ Way Street laydown – Temporary storage of materials including empty IBCs, service pipes and heritage sandstone blocks</li> <li>▪ XPT laydown – Stockpiling of spoil from 11 Sydenham Rd. Temporary slurry storage</li> </ul>	
Central Station	<ul style="list-style-type: none"> <li>▪ Metro Box - Truck movements; spoil excavation; metro box ventilation using scrubbers. Ongoing excavation and construction activities. Steel fixing and concrete pours in lower sections</li> <li>▪ Central Walk - Excavating for Central Walk, shotcreting, loading out of excavated materials and installing new concrete beams underneath suburban Platforms 16-23 (24/7); Excavating within hoarded work zones on suburban Platforms 16-23 and platform surface excavation during rail possession weekends</li> <li>▪ Sydney Yard - Water Treatment Plant Operation; truck access; laydown. Stockpiling, processing and loadout of excavated material</li> <li>▪ Northern Concourse - Additional and changed areas of works hoarded off. Removal of existing canopies complete. Pre-Cast concrete columns for canopies in place with some beams also installed. Preparation for arrival and installation of new canopies. Installation of new elevator ongoing. Ongoing construction of new escalators</li> <li>▪ Eastern Entrance: excavation beneath Randle Lane and load out. Installing canopy tubes (horizontal piles) below Chalmers Street.</li> <li>▪ Ongoing Combined Services Route (CSR) works</li> <li>▪ ESR Concourse - Temporary walkway installed and in use by pedestrians to allow for further works in the area</li> </ul>	



Line Wide	<p>SMTF (North)</p> <ul style="list-style-type: none"> <li>▪ ULX excavation and cable installation;</li> <li>▪ Fire ring mains excavation and installation;</li> <li>▪ Structure installation on test track;</li> <li>▪ Forming footings</li> <li>▪ Construction of site office extension for TSOM office and parking</li> <li>▪ Construction of new access road from MTS site to SER building</li> </ul> <p>Canterbury to Campsie – Bulk Power Supply Works</p> <ul style="list-style-type: none"> <li>▪ Trenching</li> <li>▪ Cable laying</li> <li>▪ Remove road plates</li> <li>▪ Hand dig services</li> <li>▪ Conduit installation</li> <li>▪ Backfilling</li> <li>▪ Resurfacing</li> <li>▪ Traffic control and detours</li> </ul> <p>Northern Connection</p> <ul style="list-style-type: none"> <li>▪ Signalling &amp; train stop suppression &amp; cable disconnections</li> <li>▪ Survey and pre-flooding track inspections, ULX inspections &amp; piling support</li> <li>▪ Down Shore ballast flooding for piling rig access</li> <li>▪ Intertrack wall piling, drill, casing, install cages &amp; pour concrete</li> <li>▪ Service searching, open dive, ULX and MTS ULX</li> <li>▪ Concrete delivery set-up from Hopetoun Ave</li> <li>▪ CSR ULX @10+750 – service search, excavate 7 install conduits</li> <li>▪ Open dive piling – mobile piling rig to site</li> </ul>
SMEW	<ul style="list-style-type: none"> <li>▪ Foord Avenue, Keir Avenue, Metford Street: works were underway to construct a haul road to support the crane required to lift GST over the culvert for installation.</li> <li>▪ Work on the western side of Foord avenue to prepare the embankment for piling for the bridge GST support</li> <li>▪ Installation of GST along the site boundary at Hutton Street)</li> <li>▪ Retaining Wall 1 (RW1) - Cooks River: Placement of fill and batter trimming substantially complete along the corridor behind the carpark area. Exposed faces were mostly wrapped in geofabric</li> <li>▪ Retaining Wall 2 (RW2), Panel installation of the retaining wall. Batter stability tests</li> <li>▪ Retaining Wall 3 (RW3), Wairoa Street, North and South Parade: Batter Cut and fill activities</li> </ul> <p>Extension Works: GST installation was underway towards Campsie Station. Line Wide contractors were also working across the access gate (open trench for the bulk power supply)</p>
<b>ER Inspections - ER inspections have been modified to observe Coronavirus pandemic protocols</b>	
SSJ	<p>There were two inspections conducted by the ER in July 2020. The key issues discussed were:</p> <ul style="list-style-type: none"> <li>▪ Implementation of the Unexpected Finds Protocol for isolated fragments of bonded asbestos</li> <li>▪ Improvements to ERSED management at Burrows Ave and 11 Sydenham Rd (including Garden Street)</li> <li>▪ Stockpile management including the application of soil binder and the maintenance of ERSED controls at 11 Sydenham Rd and the XPT Laydown</li> <li>▪ Inappropriate concrete washout</li> </ul>



	<ul style="list-style-type: none"> <li>▪ Improvements to the management of vacuum truck slurry at the XPT Laydown; post-incident investigation (overspill of slurry, 11 July 2020)</li> <li>▪ Installation and maintenance of tree protection measures at the Way Street Laydown</li> </ul>
Central Station	<p>There were three ER inspections conducted in July 2020 . The key issues raised at these inspections were:</p> <ul style="list-style-type: none"> <li>▪ An excavator was observed un-occupied and idling for an extended period of time.</li> <li>▪ A skip bin was full of rubbish, and rubbish was observed on the ground at the Mortuary station compound</li> <li>▪ Silt/slurry had accumulated adjacent the Water Treatment Plant.</li> </ul>
Line Wide	<p>There was one inspection in July 2020 for SMTF North. The key issues discussed at this inspection was:</p> <ul style="list-style-type: none"> <li>▪ Earthworks underway to provide for additional TSOM office accommodation and car parking.</li> <li>▪ Removal of geofabric from area above and to north of sediment basin has commenced. It was noted that the surface under the geofabric has been compacted. Light ripping and watering may be required to enable and regeneration of vegetation on the site. This is ongoing.</li> <li>▪ On-going dust control actions required, particularly on site side of new Gate A entrance.</li> <li>▪ Some areas of waste management and house keeping could be improved including replacement of waste bins before reaching capacity, particularly adjacent to Gate A.</li> <li>▪ Final access road into the SMTF expansion site is under construction. It was noted that tracked mud has been removed</li> <li>▪ Ballast tamping has been undertaken on some of the recently laid tracks.</li> <li>▪ Construction of the SER building is continuing</li> </ul> <p>Two inspections were conducted in July 2020 for the Canterbury to Campsie – Bulk Power Supply Works: Issues discussed included:</p> <ul style="list-style-type: none"> <li>▪ The works comprise trenching, installation of cables, backfilling and resurfacing.</li> <li>▪ Feedback from workers on site indicated that the project has established very good relationship with nearby residents – as at the time of the inspection there had been no community complaints</li> <li>▪ The site is being maintained in a clean and tidy condition by the contractor.</li> <li>▪ Arborist present when excavation is undertaken within Tree Protection Zone of designated trees (Bird Tree Consultancy March 2020)</li> <li>▪ The site is well sign posted and traffic controllers are on site to ensure vehicles and pedestrian do not encroach within the construction area</li> <li>▪ Excavation along entire length of Gould Street from South Parade to Canterbury Road will be completed by 11/07 in advance of crossing Canterbury Rd scheduled to commence Sunday 12/07. It is noted that OOHWA approval is in place for the work.</li> <li>▪ It was noted that a temporary storage site had been erected adjacent to the commuter carpark on South Parade and that this had not been included in the site environmental plan. It is recommended the SEP should be revised that to include this and other potential storage sites</li> <li>▪ Works on Canterbury Rd under OOHWA 021 partly complete.</li> <li>▪ Metal covers over excavations in Canterbury Rd generated banging noise when run-over by heavy vehicles</li> <li>▪ Excavations and storage site in South Parade adjacent to commuter car parking. Site was being managed to provide access to parkers when required. No complaints from</li> </ul>



	<p>commuter.</p> <ul style="list-style-type: none"><li>▪ Minor oil leak from a roller parked adjacent to a stormwater drain in South Parade. There was one inspection in July 2020 for the Northern Connection. The key issues discussed at this inspection was :</li><li>▪ Concrete delivery system established in Hopetoun Ave - no complaints from residents</li><li>▪ Site was being managed in general good environmental condition in accordance with site environmental plan</li><li>▪ It was noted that dirt was being tracked from the site onto brand Street. SC advised that sweeper truck was engaged for Sunday 19 July to undertake removal of tracked dirt from Brand Street</li><li>▪ Drake Street access was in a stable condition</li><li>▪ Acoustic curtains have been installed to assist with noise mitigation. It was noted that the curtains alongside Valetta Lane storage had been installed back to front. Reinstallation was to take place</li><li>▪ Banging noise from drill auger shaking seemingly much reduced from previous possession</li><li>▪ Concrete washout requires more careful management to reduce overflow from containment</li><li>▪ Graffiti on hoarding adjoining Valetta Lane</li></ul>
SMEW	<p>There were two ER inspections conducted in July 2020. Key issues identified were related to:</p> <ul style="list-style-type: none"><li>▪ The batters on the southern side of Foord Avenue were exposed – it was discussed that some stabilisation strategy should be employed here</li><li>▪ JHLOR should ensure that the pre condition survey of the proposed footpath closure area covers all structures not just the pavement condition prior to taking control of this area</li><li>▪ It was noted that the street garden bed had been recently “worked”. It is unclear who conducted these works, or why. The ER does not have any pre-condition photos of this area. Works may be related to a recent complaint about parking on garden beds (complaint currently under investigation). JHLOR will monitor the garden bed at the entry point to the Charles St compound and stabilised as necessary. JHLOR will also consult with the Contractor undertaking the street works and rectify any damage</li><li>▪ Miscellaneous stockpiles should be covered, and controls placed to reduce the risk of dust and/or sediment-laden runoff onto the access ramp</li><li>▪ The extension works will work across the area not previously disturbed by JHLOR Preliminary planning for these works will need to be consideration of the impact to the swale and flow through surface water, as well as de-vegetation activities</li><li>▪ The haul road was under construction to enable access for the crane to lift materials over the culvert. Although it was noted that works to the haul road had only recently commenced, additional attention needs to be focussed on planning for, and installation of appropriate ERSED and flood mitigation strategies (to adjacent receivers). Strategies need to include catchment reduction, flow velocity techniques and the general directing of flow away from the receivers. Silt controls are required towards the culvert</li><li>▪ Previously covered waste material in the corridor was reported to have been tested for classification pending disposal</li><li>▪ The tree protection flagging had been moved towards the trees to allow for haul</li></ul>



	road construction thus reducing the protected dripline area. The TPZ is to be reinstated post haul road construction.
<b>Endorsed Document/s</b>	
SSJ	<ul style="list-style-type: none"> <li>▪ SSJ- Environmental compliance requirements completion approval - CoA A26 &amp; E49.</li> </ul>
Central Station	<ul style="list-style-type: none"> <li>▪ CTR 2020 Q1 Central</li> </ul>
SMEW	<ul style="list-style-type: none"> <li>▪ PCMW09 - Utilities Investigations Marrickville Rev01 30.06.2020.</li> <li>▪ CTR 2020 Q1 SMEW Rev3</li> </ul>
Line Wide	<ul style="list-style-type: none"> <li>▪ Southern Dive Early Access Works – CNVIS Rev5</li> <li>▪ Southern Dive Early Access Works – CNVIS Rev4</li> <li>▪ Crows Nest Early Access Works - CNVIS Rev5</li> <li>▪ Waterloo Station Early Access Works – CNVIS Rev4</li> <li>▪ RfMA C2S Soil Water and Groundwater Management Sub-Plan Rev01</li> <li>▪ OOHWA-023 Crows Nest Station</li> <li>▪ OOHWAS-024 Southern Dive Site</li> <li>▪ OOHWA-022 Waterloo Station</li> <li>▪ OOHWA-021 Canterbury Rd Crossing</li> <li>▪ OOHWA-028 Beamish St Crossing</li> <li>▪ OOHWA-029 SMTF (North)</li> <li>▪ OOHWA-027 SMTF (North)</li> </ul>
	<ul style="list-style-type: none"> <li>▪ CTR 2020 Q1 LW</li> </ul>
<b>Non-compliance/ Incidents or Repeat Complaints</b>	
<p>Sydney Metro has been providing summaries of complaints to DPIE daily and a summary to the ER. Responses to each complaint have been noted in each complaint report, with follow up actions often defined in revised reports. Key or repeat items of note are discussed below for the respective projects.</p>	
SSJ	<p>There were no incidents for SSJ reported to the ER under conditions A41 to A44 of SSI 7400.</p> <p>There were three Class 3 environmental incidents reported during July 2020:</p> <ol style="list-style-type: none"> <li>1. A Sydney Trains employee reported an overspill from slurry from skip bins stored by JHLOR in the XPT Laydown. Metro and JV enviro confirmed mud had overtopped the bins and spilled onto the surrounding grassed area. No evidence was found of material leaving site, however the significant amount of mud presented an erosion risk. The overtopped mud was scraped back and stockpiled and mud bins emptied to restore freeboard. Additional ERSED controls were provided in the area and appropriate actions identified for implementation.</li> <li>2. During a site inspection the Environmental Manager noticed a small patch of oil on the ground near the culvert cut-over works. When asked, workers from subcontractor Brefni confirmed that the oil would have leaked from one of their excavator attachments (a grab). It is likely that this occurred due to the caps to the hydraulic hoses not being tightened during removal of the hoses. Approximately 1ltr of oil had spilt to the ground.</li> <li>3. The Area Supervisor observed chunks of solidified primer within an excavation at 11 Sydenham Rd. The primer is used on site by subcontractor Brefni as part of the culvert sealing process. It was found that a waste can of the primer had been inadvertently knocked over in the excavation. Residual primer within the can spread through the excavation leaving behind solidified pieces of primer. The primer material was removed from the excavation.</li> </ol> <p>Brefni have been reminded to remove all waste from the work front as they go, including waste cans of products used in their works.</p>



	<p>There were no non-compliances raised for SSJ during July 2020.</p> <p>There were two complaints received for SSJ during July 2020:</p> <ol style="list-style-type: none"><li>1. (Property damage): Stakeholder complained about damage to vehicle discovered overnight on street. Stakeholder advises CCTV from local business identifies truck driving when rear door swings open, connects with stakeholder's vehicle causing damage. Stakeholder believes truck related to project works. Investigation - Place Manager requests copy of the footage as stakeholder was unable to identify truck registration/logos. Copy of CCTV footage received is of poor quality. Place manager has arranged to meet with local business owner to review to original CCTV footage and advised stakeholder of update. Resolution – TBD</li><li>2. (Property access): Stakeholder complained about driveway and building access being blocked by works. Investigation and resolution - Place manager confirmed that footpath reinstatement works were being carried out and site inspection confirmed that footpath width in front of building had been temporarily reduced to provide safe work zone however access had been maintained at all times. Place manager contacted stakeholder to advise that in future they would be contacted directly to advise of any work planned near building.</li></ol>
Central Station	<p>Complaint aspects for this site during the period have been provided to DPIE and included complaints relating to daytime and night time noise from various activities; and two related to worker behaviour.</p> <p>During the CTR review for Q1, it was established that a Non Compliance had been raised for out of hours works occurring in January where notification had not been provided and that this event had not been previously recorded in the ER Monthly Report for that period. The Non Compliance has been reported in the Sydney Metro CCR dated 24-6-20 as issued to DPIE.</p> <p>There were no incidents for Central reported to the ER under conditions A41 to A44 of SSI 7400.</p>
Line Wide	<p>A complaint was received in relation to the Northern Connection Works. A resident in Drake Street complained about number of construction vehicles using the street and contractors parking in area. Suggested more vehicles were parking compared to previous contractor. Requested traffic controllers be in place to restrict access. Drake Street is a primary access point for the rail corridor. Traffic control was in place during the work to manage vehicle movements. All site inductions include an instruction to workers not to park in local streets, along with a map of restricted areas. The resident was advised of measures in place to reduce light vehicle usage of street wherever possible and that action would be taken against any worker vehicles found to have parked in restricted area.</p> <p>There were no incidents for Line wide reported to the ER under conditions A41 to A44 of SSI 7400. There were 2 minor class 3 incidents:</p> <ol style="list-style-type: none"><li>1. Canterbury to Campsie BPS Works. Class 3 Incident Minor oil leak from a roller in South Parade. During ER inspection on 23/07 two minor leaks from a stationary roller were observed. Spill kit was deployed, spill contained and cleaned up and roller rectified to address the leak</li><li>2. Northern Connection Works. A class 3 incident diesel spill of 4-5 litres was reported</li></ol>



	<p>by Systems Connect on 20/07 during of-hiring of a daymaker. The unit had been refuelled and fuel has tipped out of the overflow tank while the unit was being lifted into a truck by a bobcat. The operator replaced the daymaker on the ground, spill kit was deployed and spill kit materials and impacted road base disposed of.</p> <p>A non compliance was raised by Systems Connect on 31/07. Stormwater was discharged from excavation pit during out of hours works without a permit to dewater. The activity was determined to be a non-compliance with the C2B Construction Soil, Water and Groundwater Management Sub-plan and the Water Management Procedure. A number of corrective actions were identified for implementation by the System Connect team.</p>
TSOM	No complaints, incidents or non-compliances
SMEW	<p>There were no incidents reported to the ER under conditions A36 of SSI 8256. The ER is not aware of any non compliances for SMEW for the period.</p> <p>There was one complaints related to the SMEW works in relation to generator use and worker behaviour between Canterbury and Hurlstone Park. JHLOR were to remind all works via the project pre-starts to be courteous to members of public.</p> <p>There were no Metron related complaints in the period.</p>
<b>Audits</b>	
SSJ	SSJ/SMEW Internal Environmental Audit 30/07/2020
Central Station	No audits conducted.
Line Wide	No ER involvement in audit activity including Independent Environmental Audits (IEA program).
TSOM	No audits proposed
SMEW	No ER involvement in audit activity including Independent Environmental Audits (IEA program).
S2B	SSJ/SMEW Internal Enviro Audit – 30/07/2020
<b>Looking Forward – Core Focus Areas</b>	
Sydney Metro	<ul style="list-style-type: none"> <li>▪ Q1, Q2 2020 Compliance Tracking review</li> </ul>
SSJ	<ul style="list-style-type: none"> <li>▪ The potential to encounter groundwater during excavations for an underbore from the Sydenham Rd triangle to Hogan Ave &amp; Sydenham Rd.</li> <li>▪ Channel diversion works at the SSJ/TSE during culvert tie-in works at the Sydenham triangle.</li> <li>▪ Management of ERSED controls generally, including stockpile management at 11 Sydenham Rd, and damage to surfaces and tracking at Garden Street.</li> <li>▪ Completion of station structures and noise impacts during OOHW.</li> </ul>
Central Station	<ul style="list-style-type: none"> <li>▪ Noise and vibration management during works on possessions and at the Eastern Entrance</li> <li>▪ Construction of the canopies at the Northern Concourse</li> <li>▪ Ongoing operation of the Water Treatment Plant</li> </ul>





Line Wide	<ul style="list-style-type: none"><li>▪ SMTF (North) construction site works, especially dust management</li><li>▪ Surry Hills to Waterloo 33 kV works</li><li>▪ Cumulative impacts from adjacent projects</li><li>▪ Noise and vibration management during OOHW for construction of portal between Chatswood and Artarmon</li><li>▪ Stakeholder engagement during transition/ handover between construction contractors</li><li>▪ Noise and vibration management during construction of 33 kV BPS from Campsie to Canterbury as well as resident access disruption and traffic management</li><li>▪ Waterloo --Complaints from adjoining residents during rail delivery operations</li><li>▪ Waterloo – Management of groundwater discharges</li></ul>
TSOM	<ul style="list-style-type: none"><li>▪ Compliance with Line Wide Construction Traffic Management Plan</li></ul>
SMEW	<ul style="list-style-type: none"><li>▪ Environmental controls associated with works in proximity to Cooks River</li><li>▪ Foord Avenue culvert work</li><li>▪ Compliance review Q2, 2020</li></ul>

#### Statement of Limitations

Healthy Buildings International (HBI) has prepared this report in accordance with the requirements of Condition A24(l) of the Sydney Metro Conditions of Approval (CSSI 15\_7400) and Condition A26(j) of the Sydney Metro Conditions of Approval (CSSI 17\_8256). The report is for the sole purposes of Department of Planning Industry and Environment (DPIE) and Sydney Metro. It has been prepared based on generally accepted practices and standards at the time it was prepared. No other warranty, expressed or implied, is made as to the professional advice included in this Report. This report did not assess any aspects relating to safety.

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