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Department of Planning, Housing and Infrastructure
Locked Bag 5022
PARRAMATTA NSW 2124

7 March 2025

Ref:201208-ER_DPHI-February 2025

Dear Rob


RE: Sydney Metro - Sydney Metro West SSI - ER Monthly Report for February 2025

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

- Condition A30 (k) of the Sydney Metro West, Concept and Stage 1 SSI 10038 Approval (11 March 2021), and associated modifications (MOD 1 - 28 July 2021, MOD 2 - 3 June 2022, MOD3 – 4 July 2022, MOD 4 - 23 December 2022 and MOD 5 – 20 September 2023); and
- Condition A32(k) of the Sydney Metro West – The Bays to Sydney CBD SSI 19238057 Approval (24 August 2022) and associated modifications (MOD 1 – April 2023, MOD 2 – October 2023).

The attached summary details the key activities undertaken by Environmental Representatives for Sydney Metro – Sydney Metro West for the month of February 2025.

Yours sincerely



Swathi Gowda
Environmental Representative

Cc:

DPHI: Major Projects Portal

Sydney Metro: Matthew Marrinan, John Ieroklis, Andrew Hendy, Cath Snelgrove, Ari Stypel, Ryan Butler, Sarah Kemp, Syed Shah, Valerie Lebon, Sarah Lepre

Contractors: Jared Lipton (AFJV), Steph Mifsud (GLC), Sally Reynolds (JCG)

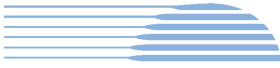


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1 PHASE B - CENTRAL TUNNELLING PACKAGE

The Environmental Representatives for Phase B of Sydney Metro West are:

- Michael Woolley
- Maulik Bapodara
- Swathi Gowda
- Jo Robertson

Phase B – Central Tunnelling Package (CTP) is being delivered by Acciona Ferrovia Joint Venture (AFJV). Phase B of Sydney Metro West has been further broken into:

- Phase B1: Civil works
- Phase B2: Tunnelling works

The AFJV hold EPL 21610 for this Phase of works. Activities defined as Phase B2-Tunneling Works in the Staging Report for Metro West commenced during the November 2022 reporting period at Burwood North.

1.1 Key Construction Activities During the Period

The Bays

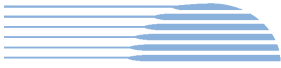
- Ongoing removal of the spoil shed concrete slab by rock hammer using a number of large excavators.
- Completion of the removal of the Segment Shed.
- Excavation of the station box to design levels; use of a concrete crusher to crush excavated rock; removal of rock to the surface and use crushed sandstone as fill for the void left by removal of the spoil shed slab. Some use of the crusher at the surface.
- Construction of a concrete blinding layer in the base of the station box as well as installation of service conduits and related trenching.
- Works on the sewer line through the site.
- Operation of the water treatment plant and discharge of treated water. This has included use of a pumping system for water collected at the location of the former spoil shed.
- Cessation of the use of the staff car park in the Ports area. Set up and use of the former TBM laydown area for light vehicle parking. Access to site cut off by fencing and flood barrier works.

Five Dock

- West Shaft: Ongoing concrete FRP works for the cavern lining. Use of a crane on the surface. Concrete deliveries to the western site for the concrete works. Removal of some site sheds from site.
- East Shaft: Ongoing demolition of the acoustic shed including the roof with a crane working from side the shed.
- Ongoing use of a house on Waterview Street adjacent the eastern shaft for project offices.
- Water directed to the Bays water treatment plant for treatment.

Burwood North

- Near completion of the demolition of the acoustic shed including the removal of concrete walls. Load out of demolition waste.
- Works commenced on the removal of the bridge over the station box.
- Operation of the water treatment plant with ongoing discharge direct to stormwater instead of to the Bays.
- Ongoing use of the drop chutes for concrete delivery including OOHs.



- Support for cross passage works such as storage of spoil and general concrete wastes in the station box and load out of spoil using a crane to load trucks.
- South Shaft: Use of site sheds for BN personnel.

North Strathfield

- Storage and removal of concrete and spoil wastes from cross passage construction.
- Deliveries of concrete for cross passage construction including OOHs.
- Pumping of water from the station box to Burwood North or the Bays for treatment and discharge.
- Preparation for handover of the site.

Sydney Olympic Park

- Ongoing works for the Nozzle lining including waterproofing and concreting works.
- Removal of concrete plinths in the station box and support for cross passage works including daytime and OOHs deliveries of concrete.
- Laydown of materials at the surface.
- Preparation for handover such as delineating areas to be handed over soon from the office areas still to be demolished.
- Tunnelling personnel offices on site. Project Office Operating.

1.2 Key Construction Activities Look Ahead

- Ongoing activities as described above including demobilisation activities including the removal of the acoustic shed at Five Dock.
- Completion of works and handover of many of the sites scheduled during March and April.
- Various OOHs (conducted under the EPL).

1.3 ER Inspections

There were four ER inspections conducted during the reporting period on each Thursday of February. Sites were generally inspected on an alternating basis with some sites inspected more frequently based on perceived risk of works being undertaken. The following new action was raised during the inspections:

- Manage hardstand and unsealed areas at the Bays so dust is minimised through removal of loose dirt; wetting down or other appropriate measures.

Discussions were also held regarding the use of the access for cars into the car parking area at the Bays. AFJV have been responsive in addressing actions raised during ER Inspections and have provided regular noise monitoring reports outlining results of attended and unattended monitoring.



1.3.1 Photos



Figure 1.1 Removal of the final sections of the Spoil shed slab (The Bays).



Figure 1.2 Crushed rock from the station box being used as backfill material to fill the void from the spoil shed slab. (The Bays).



Figure 1.3. Concrete lining FRP works for the central cavern (Five Dock).

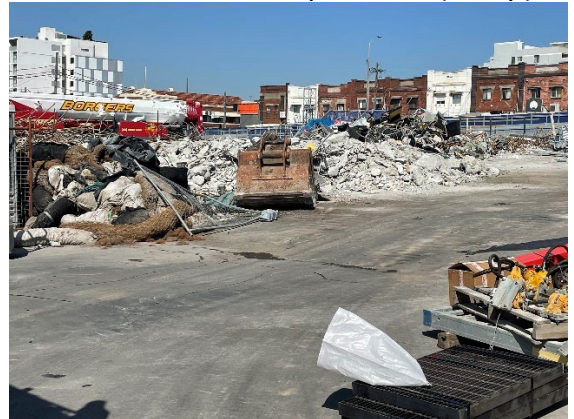


Figure 1.4 Acoustic shed removed. Management of construction wastes (Burwood North).

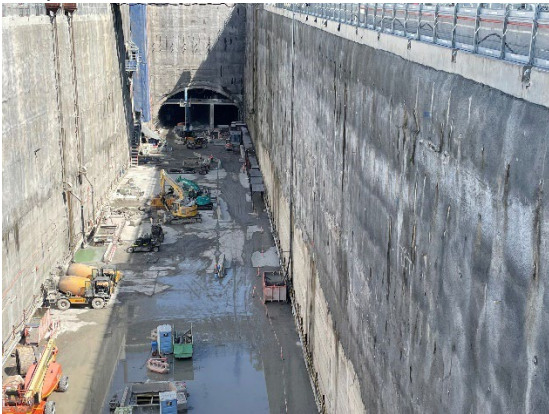


Figure 1.5 Station Box (Burwood North).



Figure 1.6 Activities in the station box (North Strathfield).



Figure 1.7 Station Box (SOP).



Figure 1.8 Concrete barriers moved to separate different portions of the site (SOP).

1.4 Endorsed Documents

There were no documents endorsed or approved by the ER during the reporting period.

1.5 Complaints

Based on the monthly Sydney Metro Complaint Register issued for February 2025, there were 6 complaints reported, of which one was determined not to be project related. This compares with 2 complaints received during January 2025.

Three complaints related to noise and vibration at Burwood North: one was for OOHs noise; one for noise during standard hours and one for both day and nighttime noise. The daytime complaints were during a period when demolition works were being undertaken.

Two complaints related to the Five Dock site, of which one related to noise and the other was determined to not be project related.

One complaint related to noise from demobilisation works at the Bays.

1.6 Compliance

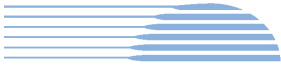
1.6.1 Incidents

No Incidents as defined in the Infrastructure Approval were reported by AFJV during the reporting period. AFJV reported a diesel spill from a float that had left the SOP site. AFJV reported that while diesel entered a stormwater pit, all diesel was removed from the pit before it could flow into the pipe leaving the pit.

1.6.2 Non-compliance and Potential Non Compliance

The following NCRs were issued during the reporting period:

- Sydney Metro submitted one NCR (No. 42) to DPHI during the reporting period relating to the use of the access to the carpark in the former TBM laydown area for light vehicles as related to Condition D82.
- AFJV submitted an NCR (No. 41) in relation to a float leaving SOP that did not follow approved haulage routes (Condition D86). This was identified during the investigation of a diesel spill that occurred from the truck (see section 1.6.1 above).



1.6.3 Audits

An Independent Environmental Audit was conducted during February 2025.

1.7 Looking Forward – Core Focus Areas

- Demobilisation activities including shed removal and related impacts at all sites.
- Water and dust management at the Bays.



2 PHASE F – WESTERN TUNNELLING PACKAGE

The Environmental Representatives for Phase F of Sydney Metro West are:

- Swathi Gowda
- George Kollias
- Michael Woolley
- Maulik Bapodara

Phase F – Western Tunnelling Package (WTP) is being delivered by Gamuda Australia Laing O’Rourke Consortium (GLC).

GLC are constructing this Phase of Sydney metro West under EPL 21676.

2.1 Key Construction Activities During the Period

During the reporting period, the following activities were being undertaken at the Sydney Olympic Park (SOP), Westmead, Parramatta and the Clyde stabling and maintenance facility which includes the Rosehill, Clyde Dive and Clyde MSF construction sites:

SOP

- Tunnel invert FRP (Form Reo Pour) continuing and scheduled till mid-March 2025
- Concrete defect rectification
- Site demobilisation ongoing (pending final handover – date TBC)

Westmead

- Arch and wall waterproofing and invert wall cage and kicker FRP within crossover cavern
- Waterproofing and FRP of arch and nozzle headwalls
- Stub form and arch form disassembly
- Tram Euroform into crossover cavern for arch FRP works
- OSOM plant mobilisation and station cavern invert excavation

Parramatta

- Station Box Eastern: D-Wall repairs ongoing
- Station Box Western: Pending
- Station Box Central: Strut and waler installation
- Zone 8a - Archaeological Investigation and clearance works continuing
- WTP is operating and discharging as necessary
- Other works:
 - United Lane crash barriers FRP works
 - Piling pad installation for staged removal of container wall
 - Northern end of site - additional redesign for substation

Rosehill

- TBM1 traversing towards Parramatta
- TBM2 traversing Clyde Caverns and scheduled to commence mining in March 2025
- Cross passage XP77 commenced
- Water Treatment Plant operation including off-site discharge is ongoing



- Spoil stockpiling within shed, spoil movements internally to MSF and commencement of spoil movement off-site

Clyde Dive

- Lining Erection Machine (LEM) and supporting works ongoing (24 hours)
- Electric Tower Crane operation
- Caverns - water proofing, FRP and arch lining works, including large concrete pours ongoing
- Concrete pours for deck above dive structure and deflection wall ongoing
- TBMs traversing through Departures and Arrivals Caverns toward Parramatta

Clyde MSF

MSF West

- New Unwin Street - opened and operational
- Stormwater installation across site
- Northern Duck Creek embankment works completed
- FRP works for conveyance structure over Duck Creek
- Piling for Flood Relief Culvert commenced
- Service searching for future HV/LV realignment on surrounding streets
- Demobilisation of West site offices and sheds
- Exit from Gate 9 and CD02 combined to Fleet St

MSF East

- Retaining wall construction, backfilling and concrete pours continuing
- Sydney Water WM2 pending final commissioning – rectification works underway for leak detected
- Bio Basin construction ongoing by Ocean Protect
- Stockpiling and dewatering activities (as required)
- Removal of Ausgrid Poles – completed

2.2 Construction Activities Look Ahead

The key construction activities planned are similar to those listed in Section 3.1, with the addition of the following:

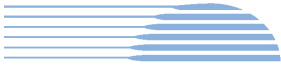
- Various OOHW (conducted under EPL)
- Clyde MSF - Realignment of the moxy haul road
- Parramatta - Staged container removal and piling works
- Clyde Dive - HV Protection Slab piling works (near ATC Stables)

2.3 ER Inspections

Currently, the sites are divided into two groups and visited typically fortnightly for ER inspections. The two groups are:

- Parramatta, Westmead and SOP
- Clyde Dive, Clyde MSF and Rosehill

Four ER inspections were conducted during the reporting period [05/02/2025, 12/02/2025, 19/02/2025 and 26/02/2025 (with DPHI in attendance)]; with opportunities for improvement (OFIs) identified and the following actions (summarised) raised during the month:



Clyde Dive

- Nil

Clyde MSF East

- Action raised for stockpiled material to be scraped back/removed where some material had over-topped the barriers onto grassed section within the site.

Clyde MSF West and Rosehill

- Action raised for section of gutter to be tidied up (sediment/dirt build-up) and controls replaced where damaged/ineffective (prior to wet weather forecast) at Clyde MSF West Site on Unwin Street near Gate 9 and Rosehill Site (adjacent to the Water Treatment Plant).
- Action raised for weed management, with prioritisation of removal of noxious weeds (e.g. Castor Oil Plants) at Area 5 (Clyde MSF West) and weed removal at Rosehill Site – behind hoarding (with HV signage) and along section of Pedestrian walkway.

Parramatta:

- Action raised to remove redundant signage on concrete barrier and place appropriate signage for waste/materials being stockpiled.

SOP

- Nil

2.3.1 Photos



Figure 2.1- Parramatta Site: Eastern Station Box - D wall rectification works.



Figure 2.2- Parramatta Site: Zone 8a - Archaeological investigation works continuing; with local sections of drain seen in Image.



Figure 2.3 – Parramatta Site: Piling pad preparatory works, adjacent to containers.



Figure 2.4 – Parramatta Site: United Lane crash barriers - FRP works.



Figure 2.5 - SOP Site: Concrete truck set-up for delivery via drop pipe at SOP Station Box.

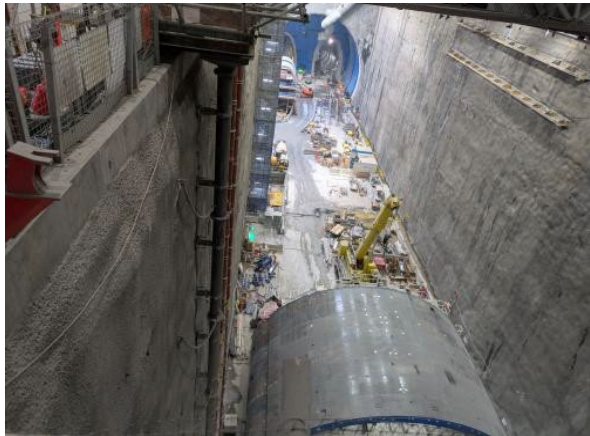


Figure 2.6 – Westmead Site: Euroform assembly nearing completion and scheduled to be trammed into crossover cavern.

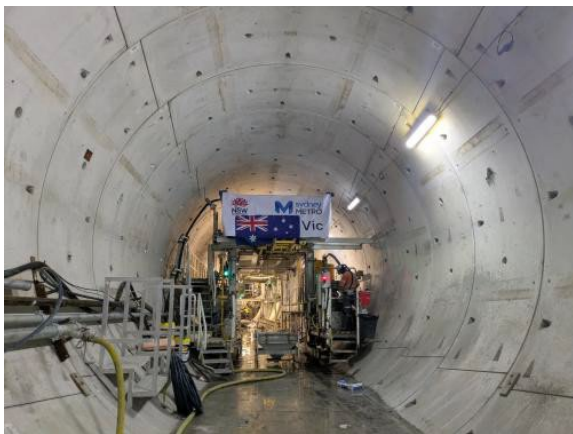


Figure 2.7 – Clyde Dive Site: LEM within the Departure Cavern.

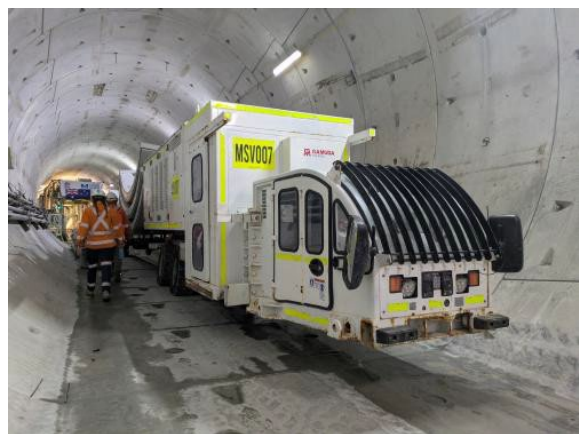


Figure 2.8 – Clyde Dive Site: MSV used to transport segments into the Cavern.



Figure 2.9 – Clyde Dive: Piling pad preparatory works for HV protection slab.



Figure 2.10 - Clyde Dive Site: Plank placement on deck above Dive structure.



Figure 2.11 –Fleet Street: Exit from Clyde Dive (CD02) and MSF West (Gate 9) combined, with wheel wash relocated from Clyde.



Figure 2.12 – Clyde MSF West: Piling works for future flood relief culvert.



Figure 2.13 – Clyde MSF West: Northern Duck Creek Embankment Works –involving vegetation removal and rock scour placement.



Figure 2.14 – Clyde MSF East: BioBasin construction ongoing.



Figure 2.15 – Rosehill Site: Refurbishment and maintenance works of cross passage ramps.



Figure 2.16 – Rosehill Site: Segments lifted via gantry crane.

2.4 Endorsed Documents

The following documents were approved or endorsed by the ER during the reporting period:

- Nil

2.5 Complaints

Based on the Sydney Metro Complaint Register for February 2025, there were four complaints reported during the month, compared to five complaints in January 2025. The complaints are summarised below:

Tunnelling

- One complaint relating to vibration from approach of TBM (standard hours)

Clyde MSF

- One complaint relating to traffic, transport and parking (trucks driving recklessly on James Ruse Drive)
- One complaint relating to flooding within A'Becketts Creek

Parramatta

SOP

- One complaint relating to OOH noise



2.6 Compliance

2.6.1 Incidents

No incidents considered to represent Incidents as defined under the Project Approval were reported to or observed by the ER during the reporting period.

Class 3 incidents relating to leaks/spills were reported under GLC/SM reporting system during the reporting period; with a reduction in incidents reported in February 2025, compared to previous months.

2.6.2 Non-compliance

Nil non-compliance reports provided to the ER during the reporting period.

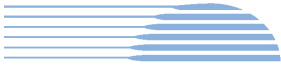
2.6.3 Audits

Nil. The next Independent Environmental Audit is scheduled in March 2025 for WTP.

2.7 Looking Forward – Core Focus Area

The core focus areas for upcoming works are:

- Ongoing demobilisation activities at SOP.
- Cross passage works in Parramatta.
- HV Protection Slab piling works at Clyde Dive Site (near ATC Stables).
- Piling works at Parramatta – near storage container wall.



3 PHASE G – EASTERN TUNNEL PACKAGE

The Sydney Metro West Eastern Tunnel Package is Stage 2 of the Sydney Metro West CSSI and is described as major civil construction works between The Bays and Sydney CBD, including station excavation at Pyrmont and Hunter Street and tunnel excavation between the Bays and Hunter Street. Stage 2 (SSI 19238057) was approved on the 24 August 2022.

The Environmental Representatives for the Sydney Metro West Eastern Tunnel Package are:

- Michael Woolley
- Maulik Bapodara
- Swathi Gowda
- Jo Robertson

The Eastern Tunnelling Package (ETP) is being delivered by John Holland CPB Ghella Joint Venture (JCG) with the contract being awarded in November 2022. Sydney Metro notified DPHI that the date of commencement of construction was 17 March 2023. JCG have received Environmental Protection Licence (EPL 21784) for the project.

3.1 Key Construction Related Activities During the Period

Works conducted during the reporting period included:

Hunter Street East:

- Activities inside the Bligh Street acoustic shed including management of spoil. Tunnelling: Completion of the excavation of the station cavern. Ongoing excavation and other works (24/7) of adits and other caverns and tunnels by road headers. Construction of ground support. Use of air ventilation systems and other tunnelling support activities.
- Completion of the crash/flood barrier around the perimeter of the site and removal of B-Class Hoarding around the site. Wall support activities.
- Construction of footings for the steel deck.
- Some excavation works by rock hammer with spoil load out through the acoustic shed.
- Construction of a frame for the crib sheds over Richard Johnson Square.

Hunter Street West:

- Completion of archaeological works except for those related to the Tank Stream still to be conducted.
- Completion of demolition works at 5 Hunter Street and 300 George Street.
- Excavation of soils in the SW corner of the site.
- Ongoing load out of demolition wastes and spoil through the exit to Hunter Street.
- Ongoing deliveries and pedestrian management along Hunter Street after its closure outside the site.
- Water proofing works on adjacent buildings.

Pyrmont East:

- Ongoing excavation of the permanent shaft by multiple excavators with rock hammers operating under the steel deck after a pause for 3 weeks to re-assess wall support. Ongoing excavation of the station and cross over caverns.
- Spoil load out by kibble and gantry crane in the permanent shaft and from the tunnelling activities in the temporary shaft within the acoustic shed. Construction of ground support.
- Ongoing use of the tunnel ventilation system including scrubber units located in the tunnel.
- Use of site amenities/sheds on the steel deck to the east of the acoustic shed and use of one lane on Union Street for storage of containers.
- Occasional closure of Union Street for concrete delivery and pumping (shaft wall shotcrete).
- Ongoing treatment of water generated from tunnelling activities and groundwater. Discharge of treated water to stormwater system.



Pymont West:

- Ongoing excavation of the shaft walls and wall support using multiple rock hammers and a dozer.
- Ongoing use of the kibble for loading out spoil onto trucks. Trucks exiting to Pymont Street.
- Drainage of water to the tunnelling operations leading to no further need for water pumping activities.

The Bays:

- Ongoing tunnelling by TBM1 and TBM 2. Operation of the slurry treatment plant and load out of spoil.
- Water treatment and discharge using the Construction water treatment plant.
- Ongoing operation of the slurry treatment plant; spoil shed and related equipment. Load out of spoil from the shed.
- Occasional receipt and storage of spoil from Hunter Street and Pymont sites and load out spoil.
- General support activities such as in the workshops, segment delivery and storage and use of site offices.
- Use of the truck marshalling area by trucks waiting to attend other project sites.

3.2 Key Construction Activities Look Ahead

The following works are planned to occur:

- Ongoing activities as described above.
- Installation of the site sheds at Richard Johnston Square.
- Ongoing excavation of the cavern (24/7) and permanent shafts at the Pymont sites. Load out of spoil.
- Ongoing ground support at Hunter Street East.
- Ongoing tunnelling of TBMs at the Bays and treatment of slurry.

3.3 ER Inspections

Four ER inspections were conducted during the reporting period on each Tuesday during February. The following actions were raised during the inspections:

- Address dirt tracking on Hunter Street from the Hunter West site.
- Maintain ERSED controls at the drain in the vicinity of the Hunter East site.
- Remedy a potential trip hazard on the footpath outside the works at Richard Johnson Square for the site shed frame installation at Hunter East.
- Clean sediment out of the grids of the rumble grid at the exit from the Hunter West site to Hunter Street. Consider further stabilisation measures either side of the grid.
- Ensure no materials or equipment are placed in the vicinity of the heritage item comprising the Penstock of the WBPS inlet canal near the truck marshalling area and provide better delineation and signage for the heritage item.

Other items discussed during inspections was the expectation that acoustic shed doors would be closed unless needed to be open for vehicle access. Just prior to one inspection at the Bays, JCG reported that a valve from the slurry return line had leaked. Slurry was contained in the site's drainage system and in the station box and was being cleaned up at the time of the inspection.

JCG were observed to be responsive to ER feedback during inspections and for the close out of actions raised.



3.3.1 Photos



Figure 3.1 Hunter Street East: Works in the SW corner of the site including footing for the steel deck.



Figure 3.2 Hunter Street East: Installation of a metal frame for the crib sheds.



Figure 3.3 Hunter St West: Removal of spoil and footings.



Figure 3.4 Hunter Street West: Water proofing works evident on adjacent building walls. Removal of spoil.



Figure 3.5 Pymont East: Shaft excavation by rock hammers.

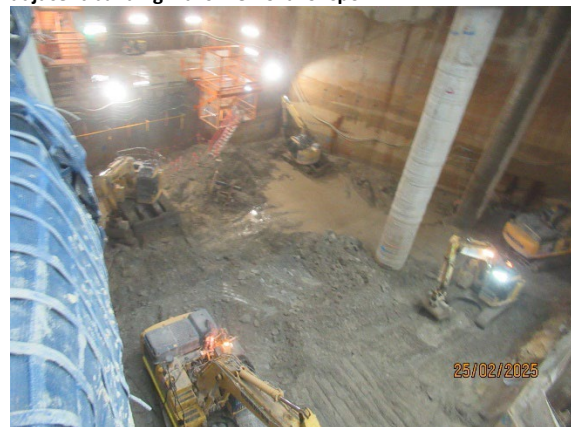


Figure 3.6 Pymont East: Shaft excavation by rock hammers.



Figure 3.7 Pyrmont West: Mister in operation inside the acoustic shed.



Figure 3.8 Pyrmont West: Excavation under the low roof of the acoustic shed.



Figure 3.9 The Bays: Ventilation for the two TBMs in the tunnels.



Figure 3.10 The Bays: Spoil management inside the acoustic shed.

3.4 Endorsed document/s

The following documents were signed, approved or endorsed during the reporting period.

- Nil

In accordance with CoA A32(d)iii the written statements endorsing documents identified in A14, A21, C1, C5 and C14 are provided in Appendix A (if relevant).

3.5 Complaints

The monthly Sydney Metro complaint register for February 2025 indicated 18 complaints were reported to the Project that related to ETP activities, one of which was determined to not be project related. This was the same number of complaints received in January 2025.

Ten complaints related to the Hunter Street sites of which five were for noise during standard hours and one for noise from OOHWs. Two complaints related to property damage and one related to business impacts. One complaint related to a haul truck that was determined to not be related to Sydney Metro activities.

Seven of the complaints related to the Pyrmont sites with 6 of these complaints having a noise aspect - five included noise during standard hours and three referenced noise from Out of Hours works. Two of these complaints were specific to truck activity. Some of the complaints also raised other concerns. One complaint related to communication materials issued by JCG.



One complaint related to ground borne noise from TBM tunnelling in Pymont.

3.6 Compliance

3.6.1 Incidents

No incidents considered to represent an Incident as defined under the Project Approval were reported to the ER during the reporting period. JCG did report an oil spill on Pymont Bridge Road that was contained before entering a drain and cleaned up.

3.6.2 Non-compliance

JCG raised an NCR (related to Condition D29) for a Caution received from DPHI relating to OOHs noise at Pymont East in July 2024.

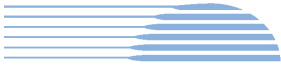
3.6.3 Audits

An Independent Environmental Audit was conducted during February 2025.

3.7 Looking Forward – Core Focus Areas

In the next reporting period, the ER Team will be focused on:

- General monitoring of construction activities
- Noise associated with excavation of the Pymont and Hunter Street shafts and OOHs tunnelling at Pymont East.
- Potential for tracking of dirt at the Pymont and Hunter Street sites.



4 SYDNEY METRO RETAINED OBLIGATIONS AND OTHER ACTIVITY

The Environmental Representatives for the Sydney Metro Retained Obligations and other Activities are:

- Swathi Gowda
- Jo Robertson

The Sydney Metro Retained Obligations and other Activities is being delivered by Sydney Metro with various sub-contractors delivering the works. These works do not require an EPL.

4.1 Key Construction Activities During the Period

The ER is not aware of other Sydney Metro managed construction activities during the period.

4.2 Key Construction Activities Look Ahead

The ER is not aware of other Sydney Metro managed construction activities.

4.3 ER Inspections

No ER Inspections during the reporting period.

4.3.1 Photos

N/A.

4.4 Endorsed Document/s

No Sydney Metro documents were endorsed during the reporting period.

It should be noted that Sydney Metro has revised the Phasing Report to include Phase I for Transitional Services and Phase J for North Strathfield Power Enabling Works and provided the revised Phasing Report to the ER, for consideration and endorsement, and subsequent submission to the Planning Secretary for information.

4.5 Complaints

No complaints have been reported to the ER during the reporting period.

4.6 Compliance

4.6.1 Incidents

No incidents have been reported to the ER during the reporting period.

4.6.2 Non-compliance

No non compliances have been reported to the ER during the reporting period.

4.6.3 Audits

Independent Audit status for WTP, CTP and ETP are as reported in other sections of this Monthly Report.



5 STATEMENT OF LIMITATIONS

Healthy Buildings International (HBI) has prepared this report in accordance with the requirements of Condition A30(k) of the Sydney Metro West, Concept and Stage 1 SSI 10038 Approval (11 March 2021), and Condition A32(k) of the Sydney Metro West – The Bays to Sydney CBD SSI 19238057 Approval (24 August 2022).

The report is for the sole purposes of Department of Planning, Housing and Infrastructure (DPHI) 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.

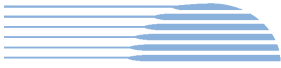
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HBI Healthy Buildings International Pty Ltd

6 APPENDIX A – ER DOCUMENT ENDORSEMENT RECORDS (ETP ONLY)

Nil