

Addendum

Variation to the terms of the Ferrovial Construction (Australia) Pty Ltd (Ferrovial) Enforceable Undertaking (EU) accepted on 29 November 2021

Variations to the following terms of the Ferrovial EU are proposed:

- **Under Term 3.3.1 – Research Grant to Griffith University:**
 - Replace Phases 2-4 and add Phases 5-6 to this activity and replace the 'Total Cost and Timeframe table' (amends costs and timeframes for Phases 1-2, includes new titles/costs/timeframes for Phases 3-6 and extends the completion timeframe) as follows:

Term 3.3.1 - Research Grant to Griffith University

Phase 2 - Translation to construction (Technical Report)

The state-of-the-art review will cover existing controls used within the construction industry, as well as controls that are used in other industries. There are a number of reasons why controls that are applicable in other industries cannot be directly applied on construction projects. These include, but are not limited to:

1. The nature of contracting and subcontracting arrangements on construction projects. These arrangements frequently mean that there are workers who are only on each site for a short amount of time.
2. The balance of planned and unplanned work on construction projects.
3. The changing mix of people, plant, and even organisations at different stages of the construction life cycle.
4. The frequent use of hired plant, or of subcontractors who use their own specialised tools and plant.

The primary goal of this phase of the project will be to understand the relationship between construction project constraints and conditions, the hazard presented by high-risk mobile plant, and the suitability of controls documented in the state-of-the-art review.

The translation phase will adopt a mix of qualitative approaches.

The first approach will be to examine case studies of previous mobile plant incidents and injuries. Within the limits of subjectivity and hindsight bias, the research will assess the extent to which different controls could have influenced the events in question.

The second approach will look forward, directly asking workers, supervisors and safety practitioners about the desirability of controls and control strategies. As well as directly informing control selection, this work will attempt to uncover the underlying factors that influence participants' opinions of the controls.

Costing for the "translation to construction" phase is based on 400 hours of work by a Research Fellow Level 2.1 and 40 hours of work by a Senior Lecturer. The breakdown is:

- Ethics approval for case studies and interviews (20 hours).
- Stakeholder management for access to accident and incident case studies (40 hours).
- Analysis of case studies (120 hours).

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- Interview management and travel (40 hours).
- Interviews (20 hours).
- Interview analysis (120 hours).
- Writeup, review and editing (50 hours).

Evidence may include:

- Technical report
- Invoice and receipts
- Termination of agreement

Phase 3- Project target areas

The project target areas phase will engage project supervisors and relevant management personnel at FCAU's active projects (being Coffs Harbour Bypass and Toowoomba Second Range Crossing) to identify high-impact plant systems and emerging technologies that they view as the most beneficial. FCAU personnel will assess the effectiveness of key plant systems and determine their broader application across future projects. This phase will prioritise systems that enhance safety outcomes, improve operational efficiency, and reflect current site-level innovation.

Evidence may include:

- Detailed outcome report on feedback and decision
- Email correspondence
- Meeting minutes

Phase 4 - Engage key plant manufacturers

Following feedback from project personnel, FCAU will approach and liaise with selected plant manufacturers whose systems align with the priority areas identified in Phase 3. These manufacturers will be invited to the Coffs Harbour Bypass site to showcase their technology solutions directly to project personnel.

The site-based showcase will provide an opportunity for face-to-face engagement for project personnel and manufacturers. Project personnel will discuss relevant plant risks, review the functionality of available control systems, and clarify best practice principles for implementing these technologies on site.

This showcase will further be used as an opportunity to invest in training project personnel on how to best implement technology, particularly where the technology is already present on site or in the industry.

Evidence may include:

- Copy of correspondence to/from plant manufacturers
- Meetings /photos/videos/ offers from showcase
- Presentations
- Invoices and receipts
- Detailed outcome report

Phase 5 - Invest in selected plant technology system, training and new procedures

FCAU will identify the needs and emerging risks of the project and commit to hiring and prescribing the use of a selected plant technology system in specific, contractually defined scenarios to enhance operational safety and efficiency. In doing so, FCAU will:

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- Develop new procedures and methods of safe work to incorporate new plant technology;
- Invest in developing training content including practical videos to educate project personnel and plant operators on the use of systems (e.g. Hazards, controls, limitations); and
- Assess the technology system efficacy and outcomes of implemented solutions.

Evidence may include:

- Invoices and receipts
- Training records
- New procedures, SWMS

Phase 6 – Dissemination

FCAU commits to disseminating:

- A presentation which highlights the learnings from the “showcase” in phase 4. This will be disseminated to FCAU senior management, project personnel, and plant suppliers who attended the showcase.
- A case study which shares learnings from the procurement and implementation of the plant technology system or the additional training from Phase 5. The goal will be to present the work to reach as wide an audience as possible, including disseminating with industry associations (e.g. Master Builders Queensland, Civil Contractors Federation, and WorkSafe Queensland), FCAU senior management, and FCAU publication.

Evidence may include:

- Invoices and receipts (consultant, travel, accommodation)
- Copy of presentation
- Meeting minutes
- Attendance records
- Correspondence to senior management, project personnel and plant suppliers
- Copy of case study
- Correspondence to industry associations and FCAU senior management
- Copy of FCAU publication.

Total cost and timeframes

Phase	Total cost	Timeframe
1: State-of-the-art review	\$96,250 (execution of agreement and report completion)	4 June 2024.
2: Translation to construction	\$30,000 (excl. GST) (Completion of report and agreement termination)	6 May 2025.
3: Project target areas	\$Nil	Within 1 month of variation acceptance.
4: Engage key plant manufacturers	\$4,440 (Showcase support costs and videography/ drone support)	Within 3 months of variation acceptance.
5: Invest in selected plant tech	\$61,340	Within 4 months of variation

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system	(Equipment hire, procedural development, training content creation, Third party consultant support - Safekon Consulting)	acceptance
6: Dissemination	\$7,970 (Third party consultant - Safekon Consulting, costs to support content development and dissemination)	Within 6 months of variation acceptance
Total	\$200,000	All phases to be completed within 51 months of the EU acceptance (6 February 2026).

Variation Proposed



Antonio Canete Berenguer
 Managing Director - Australia
 Ferrovia Construction (Australia) Pty Ltd
 16 September 2025

Variation Accepted



Michael McKee
 Deputy Director-General
 Corporate
 Department of State Development,
 Infrastructure and Planning

17/10 2025

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