

Western Harbour Tunnel and Warringah Freeway Upgrade

Quarterly community update

January 2026



We acknowledge the Traditional Custodians of the Country on which Western Harbour Tunnel and Warringah Freeway Upgrade are being constructed, including the Gadigal, Cammeraygal, and Wangal peoples, as well as the Aboriginal peoples of Emu Plains, and we pay respect to Elders past and present.



Western Harbour Tunnel (WHT)

Coffee cart to thank residents and celebrate tunnelling progress

It's been another great year of tunnelling on the Western Harbour Tunnel project and our roadheaders have now progressed to under Waverton Park, Waverton. We recently invited the community to celebrate progress with us and thank them for their patience, enjoy a cup of coffee, meet the team and ask questions about the project.



Explaining roadheader tunnelling to the community at the coffee cart.

Drone survey at the Coal Loader

Carrying out pre and post construction property condition surveys is an important part of our work. Pre-construction surveys allow us to assess the general condition of a building or structure and document any existing defects before tunnelling work starts. A post-construction property condition survey allows us to determine if there are any changes. Typically, property condition surveys are carried out on foot, taking photos of buildings using a camera. As some of the buildings at the Coal Loader are located next to the water, the team took a new approach, using a drone to capture images from the water's edge, rather than manoeuvring around by boat.



Drone on the temporary launch pad, ready for take off.



Drone platform (launch pad) at the Coal Loader

Cammeray ventilation facilities – progress snapshot

Construction of the ventilation building at Cammeray is progressing well and the concrete building structure is expected to be completed in January 2026. Despite a constrained footprint, work at our ventilation outlet site in the middle of Warringah Freeway is also progressing well and the concrete outlet structure is on track to be completed in mid-2026.

Once the concrete ventilation facilities are completed, the scaffolding will come down and the new façade will be installed.



Construction progress - aerial view of the ventilation building, September 2025.

Spotlight on sustainability

Our mission on the Western Harbour Tunnel goes beyond delivering transport infrastructure. We are committed to creating a project that leaves a meaningful legacy, one that delivers lasting environmental, social, and economic benefits for generations to come. Every decision we make is guided by a vision of sustainability, ensuring that our communities thrive well into the future.

WATER

208,307kL

of **water reused** across the Project. Equivalent to:

83x
Olympic
swimming pools

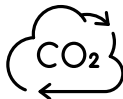


ENERGY

100%

renewable electricity used across the Project, avoiding over

20,000 tonnes
of carbon emissions



WASTE

1,972,987m³

total waste diverted from landfill

This volume would fill



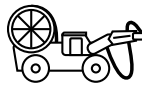
1.5 of the
Allianz Stadium

MATERIALS

39%

SCM used across the Project concrete mixes*.

15,141 tonnes
of SCM used in place of cement



25,285 tonnes
reinforced shotcrete mix used

Steel fibre reinforcement results in **15%** less shotcrete being required during tunnelling.

As such, we have avoided the use of **4,462 tonnes** of shotcrete to date



Avoiding **797 tonnes** of carbon emissions



100%

clean spoil beneficially reused diverting

1,883,547m³
from landfill.

* SCM (Supplementary Cementitious Matter) is used in place of cement in concrete mixes, providing a circular reuse solution for industrial by products like fly ash and reducing the life cycle impacts of the concrete used.

From training and skills development to Aboriginal participation and increasing opportunities for women in construction, sustainability is embedded in everything we do. We are also proud of the innovative approach we are taking at the Berrys Bay site where we have been carefully dismantling and salvaging materials from Woodley's Shed, preserving heritage while reducing waste.



Discover more about how we're changing the future of infrastructure in our video:
Not Just a Tunnel: This Project in Australia Is Changing Sustainability Forever

TRAINING



WHT has onboarded **5500+ workers** onto the Project to date

Training & Upskilling has been heavily prioritised, with well over



50,000 training hours being recorded to date



Two Pre-Employment Programs opened doors for

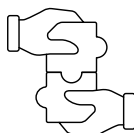
19 women

re-entering the workforce to begin lasting **careers in construction**



60 apprentices

have been engaged, providing hands on experience and training to **kickstart their careers** within construction



Future Leaders Program in collaboration with **UTS** underway, **empowering participants** with the skills to create self-leading teams and solve complex problems



WOMEN IN CONSTRUCTION

BUILDING FUTURES PROGRAM

Rolled out for female high school students, involving:



A Project tour & site-based hands-on experience for

22 female students



A one-week immersion on the Project for

3 of these students



and finally; A full traineeship program, rotating through the Project for

2 students



2025 ENGINEERING SUMMIT



Mentoring opportunities through 2025 Engineering Summit for

10 team members

ENHANCED SCHOOL OUTREACH



Inviting

16 careers advisors

from local schools to attend a **tunnel tour and panel discussion** with WHT employees

WOMEN OF WHT

Female employees across Project engaged through **Women of WHT events** providing safe spaces to build connections and highlight issues

IN SAFE HANDS

Completion of In Safe Hands Program providing **Cert IVs in Work Health and Safety** to women returning to work saw all

5 female participants

transition into full time roles



EMU PLAINS PRE-CAST FACILITY



Emu Plains began production, targeting **50% female employment**

BACK UP CARE PARTNERSHIP WITH BRIGHT HORIZONS

to be extended for another 6 months, providing

reliable and flexible childcare options

for working parents and carers



CORRECTIONS FACILITY PARTNERSHIP

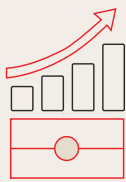


providing employment and upskilling opportunities to

6 women

currently or previously incarcerated

ABORIGINAL PARTICIPATION



Indigenous Spend has surpassed
\$32.7 million
an increase of
more than 500%
from last year

Cultural Awareness Training

provides an insight into Aboriginal Culture and History, it also allows for mutual understanding and respect.



Training has been completed by
220 employees
across the Project



BERRYS BAY



5 x Design Development Workshops

held with
Aboriginal Local
Knowledge Holders



Successfully conducted safe removal and salvage

of multiple **heritage items**
(sunken jetty piers,
Berrys Bay Marina signage)



Deconstruction and salvage

of materials from Woodleys
Shed endorsed



Precinct design informed by co-design workshops

held with **local school children**



Oral History Initiative kicked off

capturing the previously untold
stories of Berrys Bay to be
immortalised in the **State Library Collection**



Over 100 submissions

received during design
community consultation

Inspiring future engineers: Acciona hosts STEM career roadshow for the Western Harbour Tunnel project

Year 9 students with a passion for science, technology, engineering and maths (STEM) attended a career day with Western Harbour Tunnel (WHT) contractor, ACCIONA, in November.

The career day was held at Penola Catholic College with students attending from St Luke's Catholic College and CathWest Innovation College in Emu Plains.

On the day students explored the diverse and exciting career pathways in construction, engineering, and tunnelling on one of Sydney's largest road infrastructure projects.

The day began with a lively 'Tunnel Trivia' icebreaker, followed by an interactive presentation outlining the scale and vision of the WHT project.



Penola Catholic College students talking to one of our Western Harbour Tunnel engineers.



Penola Catholic College students and the Western Harbour Tunnel project team.

Students then went on a virtual reality walk through the tunnels under construction and discovered key elements of the Project using a digital interactive table.

They also took part in a personal protective equipment challenge to see how workers protect themselves underground.

The students embraced the opportunity to talk directly to the WHT team about their careers.

Thank you to the schools and students who participated in the event and made it an engaging and fun day for us all.



Derelict and hazardous maritime infrastructure in Berrys Bay now removed. (Looking west at the bay, now clear of hazards).

Berrys Bay foreshore parkland

We are continuing to establish a temporary work area in readiness for construction of the Berrys Bay foreshore parkland. This includes installing fencing and temporary worker facilities as well as safely removing the derelict buildings and overgrown vegetation on site.

In 2026, we will continue ground remediation activities, start installing utilities (power, water, sewer, telecommunications and stormwater drainage) and start sea wall stabilisation work.



To create a safe work zone for sea wall work which will be carried out from a barge, we have safely removed over one hundred pieces of remnant timbers from derelict maritime structures (such as old jetties and wharves) from the bay. As well as providing a safe work area, this work will also improve access for future recreational activities, like kayaking, once the parkland opens.



Derelict building demolition, now complete. (Looking south at the former shipyard main building following salvage work).



Scan the QR code to visit the Berrys Bay page on our website.

Here you can watch the building demolition video.



Derelict building demolition, now complete. (Looking south-west at the former workshops and administration building).

Transporting the tunnel boring machines (TBMs) into the tunnels under Birchgrove

The first of our two tunnel boring machines (TBMs), *Patyegarang*, has started its journey from our Glebe Island site into the WHT portals at City West Link, Rozelle, and is being assembled within one of the launch chambers under Birchgrove.

Patyegarang, was shipped to Glebe Island in 183 large parts and containers. Transporting them into the tunnels is a complex operation which must be carried out at night. This will continue until March 2026.

Transportation and assembly of the TBMs beneath

Birchgrove represents a critical milestone on the WHT project.

These highly sophisticated machines are more than 100 metres long and 15.7 metres wide, making them the largest TBMs ever used in the Southern Hemisphere.

There are thousands of components, including cutterheads, conveyor systems, hydraulic mechanisms, and advanced control systems that make up a TBM, and assembly takes place within a confined space underground.

When completed, the TBMs will install precast concrete segments and culverts made at the WHT precast and support facility in Emu Plains as they excavate under Sydney Harbour.



The first TBM part being delivered from Glebe Island across City West Link and into the WHT portals.



The TBM launch chambers under Birchgrove completed in November 2025.



Delivery of TBM parts in November 2025.



Website refresh

The Western Harbour Tunnel website has been updated and enhanced to help you more easily find the information you’re looking for. Project information on the website is now area-based with project overviews to help you navigate construction progress more easily.

We have also created a new *Construction Progress* page which will be regularly updated with project progress information so you can stay informed with monthly photos, videos and statistics across construction, sustainability and engagement, as well as the latest news.

We hope you enjoy our refreshed Western Harbour Tunnel project website and find it easier to stay up to date with important information and all our news.

If you have any questions or feedback, we’d love to hear from you. Please send your emails to **whtbl@transport.nsw.gov.au**

We invite your feedback on the Community Action Plan (CAP)

The Western Harbour Tunnel Community Action Plan (CAP) outlines how Transport’s delivery partner, ACCIONA, approaches project communications and community and stakeholder engagement. This includes stakeholder participation, management and monitoring of the participation process, and how community concerns and complaints are responded to.

Please share your feedback on the CAP with us, and email any comments to **whtbl@transport.nsw.gov.au**



To view a copy of the CAP, please scan the QR code.

Warringah Freeway Upgrade (WFU)

It has been a big year for the Warringah Freeway Upgrade (WFU) project, with the project team closing out 2025 celebrating construction achievements, earning industry recognition and connecting with the community.

Warringah Freeway Upgrade tallies 8 million hours worked on the project

The Warringah Freeway Upgrade (WFU) project team recently ticked over a milestone of 8 million hours worked since the project commenced construction in April 2022. The first work carried out for the project was the establishment of the site at Cammeray in April 2022. Since then, the project has inducted over 8000 people who have worked for as little time as a single day as a speciality sub-contractor through to full time as a CPB DTI Joint Venture team member since 2021.

To date, the project has:

- installed 396 km of electrical conduit
- used 9618 tonnes of steel reinforcement
- used 146,094 m³ of concrete
- diverted 99% of construction waste from landfill
- sourced 12% of water from non-potable water sources
- excavated 900,000 tonnes of spoil
- engaged with 764 suppliers, 99% of which are Australian entities
- used 18.9% of renewable energy on the project.

WFU project team celebrates completion of another bridge

The WFU project team proudly opened the new southbound Falcon Street on ramp on 8 November 2025. With related works still to be completed, the opening is an interim state, temporarily giving access to both general traffic and buses. Once all work for the ramp is completed in 2026, the new southbound on ramp will become a dedicated bus on ramp. The addition of a new dedicated southbound bus ramp will provide buses a seamless entry onto the freeway at Neutral Bay, eliminating conflicts with merging general traffic. The new bridge is a two-span structure with six prefabricated steel girders, each weighing up to 80 tonnes with a concrete deck. The girders were installed in 2024. The team also designed and installed a headlight glare screen on the eastern side of the ramp



View south over the Warringah Freeway.

following community feedback about glare coming from bus headlights.

Key on ramp facts

- 101 metres long
- 7-8.4 metres wide
- 6 steel girders

The opening on 8 November introduced several key traffic changes, including:

- Military Road westbound motorists now need to use the new eastern southbound on ramp and merge across the bus lane on the freeway for access to the Sydney Harbour Bridge
- Access to Cahill Expressway from Falcon Street eastbound or Ernest Street was removed. These motorists now need to use the Miller Street or Mount Street southbound on ramps if they wish to use the Cahill Expressway.



The team celebrating on the Falcon Street on ramp bridge deck the day before the ramp opened to general traffic.

WFU project team snags funds for Greenway communal housing complex

When Greenway officially opened on Sunday, 28 March 1954, it was Australia's largest communal housing complex. Named after NSW's first public architect, Francis Greenway, the complex comprised four buildings, with 309 one- and two-bedroom flats. Living next to the freeway in Kirribilli, the community is highly impacted by our work. So, the WFU project team has worked closely with the complex's tenants' group for four years to reduce these impacts as much as possible. One of the challenges the tenants' group raised was the difficulty in getting tenants to health facilities for appointments. The project team has held several fundraising BBQs throughout the year to provide fuel cards for the transport.



Greenway from the air.



Project workers cooked up a storm for the fundraiser BBQ.

Team clears out with a big spring clean

The WFU team came together for a 'Big Spring Clean' in September, collecting over 200 items of Personal Protective Equipment (PPE), such as hard hats, orange high-visibility shirts and jackets, and work pants. A total weight of 80 kilograms of PPE was collected across the project site offices. The clothing and gear were sent to UPPAREL for recycling and reuse, helping divert valuable materials from landfill and supporting a growing circular economy.



The pile of donated PPE began to grow after two weeks.

Warringah Freeway Upgrade wins major concrete paving award

Warringah Freeway Upgrade has been recognised for design excellence, winning the Arvo Tinni Award for Best Urban Pavement Infrastructure Design at the Australian Society of Concrete Pavements (ASCP) 8th Annual Pavement Conference.

Named after Arvo Tinni, the Department of Main Roads (DMR) Resident Engineer for the original freeway construction six decades ago, the award honours innovation and performance in concrete pavement engineering.

The Warringah Freeway, constructed in the 1960s, features a Mesh Reinforced Concrete Pavement (MRCP) that continues to perform today. To deliver the upgrade, the project team designed a new MRCP pavement that both rehabilitates existing sections and replaces others, ensuring seamless integration with the original design.

Because MRCP pavements are no longer part of standard Transport for NSW specifications, the team developed 16 new pavement profiles, 191 new edge details, and 121 new interface details, each supported by carbon footprint and sustainability assessments.



The Arvo Tinni award recognises achievements that are of national significance.



A proud moment for the project team, including designers and construction delivery experts.

Installation within the freeway site while maintaining a traffic flow of 250,000 vehicles daily through the project required innovative construction by the project. Diverse concrete mixes have been used, including high early strength mixes, steel fibre mixes as well as conventional mixes. Geosynthetic asphalt reinforcement was also used to mitigate reflection cracking.

“This award reflects the team’s ingenuity in preserving the legacy of the original Warringah Freeway while applying modern engineering to meet today’s challenges,” said Project Director Steven Clark.

“The recognition is a testament to the project’s commitment to innovation, collaboration, and enduring infrastructure performance.”

Contact us



Project Infoline **1800 931 189**



whtbl@transport.nsw.gov.au



Visit our website at
nswroads.work/wfuportal
nswroads.work/whportal



Warringah Freeway Upgrade
Locked Bag 928,
North Sydney NSW 2059

Western Harbour Tunnel
PO Box 537, North Sydney,
New South Wales 2059, Australia



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