

**H (Harry) A Lyle, Director, Tunnelling Solutions Pty Ltd**

Arguably the longest serving and most senior Tunnelling General Superintendent in Australia with over 40 years' experience. It is safe to say there is nothing that Harry hasn't seen or done in the tunnelling industry. He has completed multiple leadership and supervisory programs and is the recipient of several Safety Excellence Awards. With many years of experience Harry has developed a unique and tested understanding of the "big picture", an unnegotiable stance on safety, and unequivocal importance of respect and comradery and how these factors impact a project

Skills

- **Work planning and coordination**
- **Tunnel excavation techniques, including soft ground TBM, soft-ground roadheader and shallow-cover**
- **Ground support and lining**
- **Occupational Health and Safety on large construction projects**
- **Delivery of major underground tunnelling projects**
- **Highly respected leadership and relationship skills**
- **Proven Industrial Relation Issue Resolving capabilities**

Professional background

Harry started his career in 1976 as a miner in the UK working on numerous contracts around London involving traditional hand tunnelling techniques until 1980 when he moved to Hong Kong. There he worked for one year as Leading Miner on various tunnelling projects involving hand excavation of tunnels and chambers through decomposed granite treated by ground freezing.

In 1981 Harry return to the UK and for the following 5 years, worked as a Miner on the Carrsington Reservoir project which involved tunnel drives through rock using hand shields, roadheaders and drill and blast.

From 1985 to 1987, Harry located to Egypt to work on the Cairo Wastewater Contract where he was the Lead Miner/Pit Boss. The contract consisted of tunnel drives using slurry shields and shaft sinking through running sand in compressed air.

On his return to the UK, Harry was employed as Pit Boss responsible for construction of main drive from England to France using full-face TBMs for the Channel Tunnel.

In 1991 and until 1997 Harry returned to Balfour Beatty Civil Engineering Ltd where he was late promoted to Tunnel Superintendent on the Heathrow Express Link. He had the overall responsibility for labour and plant control on 89.5 of 5.7m dia shield driven tunnel plus 2 underground stations, associated shafts, hand tunnels and crossover caverns.

John Holland Pty Ltd sponsored Harry to Australia in June 1997 to work as General Superintendent on the Melbourne City Link Project. He was responsible for coordinating three main sites during the construction of twin three-lane road tunnels. Excavation was conducted at 5 working faces with 300Kw road headers and drill & blast. Primary NATM type support followed by permanent lining using three CIFA full heading concrete lining forms.

Harry's career continued with John Holland until 2014. By this time, Harry had worked on all four of the three-lane tunnels that have ever been built in Australia and a wide range of large international projects. He has supervised, mentored, trained and developed over 2000 tunnellers, superintendents, and subcontractors on respective projects.

In 2014 Harry formed a business partnership with Craig Farr and with their combined strength, local knowledge and global insight laid a solid foundation for creating a specialist Australian Tunnelling Contractor Company – Tunnelling Solutions Pty Ltd.

Harry's experience, particularly whilst working in London at the time of the Heathrow Rail Tunnel collapse, highlighted the importance of safety in delivering the finished project. Since then, he has shaped his unrelenting focus on safety, quality, community engagement and environmental protection.

Since 2014, and as Director of Tunnelling Solutions Pty Ltd, Harry now heads up the Project Delivery Team. He has since completed supervision and coordination of ground treatment, excavation and application of the temporary shotcrete lining for cross passages on the Chennai Metro Project in India. This was a particularly difficult and dangerous project working under populated areas and in wet sand conditions. Harry has also successfully completed and is currently engaged with the Tunnelling Solutions team on 3 Pedestrian Underpasses in Sydney and one in Melbourne.