

# COALScape

BBI (DBCT) MANAGEMENT PTY LTD



The DBCT 7X Project Construction Newsletter June 2006

## INSIDE THIS ISSUE:

**SAFETY STATISTICS & WHAT THEY MEAN** 2

**THE USERS OF THE TERMINAL** 2

**DBCT 7X PROJECT EXPANSION WEBSITE** 2

**PROJECT PARTICIPANTS TO DATE** 3

**SAFETY FIRST** 3

**ACCOMMODATION UPDATE** 4

**COMMUNITY UPDATE** 4

**SAFETY STATISTICS & WHAT THEY MEAN (CONTINUED)** 4

## SPECIAL POINTS OF INTEREST:

- What the DBCT 7X logo represents
- New DBCT 7X Project Expansion Website
- Award given for completion of contract with no recorded incidents
- Preferential accommodation close to site for DBCT 7X personnel

## MESSAGE FROM ERIC KOLATCHEW—PROJECT DIRECTOR

The opportunity to be part of a project that has such a huge economic significance for Australia, located in one of its best regions, and involving such a challenging work scope, doesn't come along all that often.

So it is with a sense of pride and anticipation, that I welcome you all to the first edition of our construction newsletter, and the project. It's successful completion involves the contribution of many organizations and individuals. While recognizing the achievements of the design and procurement efforts, the newsletter will be primarily dedicated to the construction of the project. I would like every worker on the site to know what they are helping to achieve.

The newsletter will be published each 2-3 months and is aimed at keeping all participants informed about what is happening, and where we are up to.

The contractors that will work with us to achieve these targets will have been carefully selected for their respective roles.

This allows us to have confidence that everyone working on the site is part of an organization that has been through a stringent pre-qualification process, and has a proven track record in working safely.

In addition to some of Australia's largest construction companies, we also want to encourage, smaller local companies to suitable roles on the project, many of whom already are familiar with working on the site. A key success factor for all contractors will be the need to work in and around the operating terminal so as to cause the minimum interference to normal production.

We have a real challenge in front of us—the first phase is due for completion in the latter



BMD rigger/operator Chris Zammit, Rigger Phil Simon, and Walter Wright crane operator Graham Youngberry manoeuvre the first of over 1100 concrete wall panels that will form the vertical walls of Bund 5A into position.

part of next year, to increase capacity to 68Mtpa. Final completion is scheduled for the end of 2008.

I hope the newsletter will provide a better appreciation of what is involved in the project, and what everyone's part is in its completion.

## DBCT 7X PROJECT LOGO

In 2005, after the Brisbane Project Team had come together, BBI (DBCT) ran an in-house competition to see if team members could produce a relevant name for the expansion project.

Following a huge response from all team members, a name was chosen—DBCT 7X Project. Mike Lesyszyn, Mechanical Drafter,

and Ben Patterson, Mechanical Engineer (who has now left the project), both came up with very similar names to win the competition.

The components of our project logo were designed to create the number 7 (for Stage 7) and the letter X (for expansion).

It captures and depicts the three

elements that form the foundation of DBCT—black for the coal that provides wealth to the community and nation at large, blue for the ocean as the conduit for export, and green to represent our objective of environmental responsibility.



DBCT 7X Project Logo

## **SAFETY STATISTICS AND WHAT THEY MEAN?**

It is the intention of BBI, Connell Hatch and all the contractors working on the project to promote and achieve the highest level of personal safety on the project. Our goal is zero injuries – that is, nobody gets hurt.

To ensure this happens we will rely on a genuine desire on everyone’s part to support and participate in all the programs and initiatives that are being taken to eliminate hazards and promote safe work-

ing behaviours. To gauge their effectiveness, we need some measures to assess how we are performing against our goals. The most common of these measures is Lost Time Injury Frequency Rate (LTIFR) and All Injury Frequency Rate (AIFR). These statistics are used across industry to compare and measure performance, and they give an indication of what is happening on the site from a safety perspective. Each injury is recorded and divided

by the number of hours worked on the site and expressed per million man hours. That is, if there has been one lost time injury and the site has only worked 200,000 man hours, the LTIFR is calculated as

$$\frac{1 \text{ injury} \times 1,000,000 \text{ man hours}}{200,000 \text{ man hours}} = 5$$

Against a target of zero, this would be seen as a very poor and disappointing result, and would point to the need for some urgent attention. Statistics however are not the only

gauge of performance. We will be looking at other indications such as the extent of audits undertaken, behavioural observations undertaken, hazard elimination programs effectiveness, and so on.

It is also important that we capture all incidents and injuries so that we have an opportunity to investigate them, and hopefully prevent a recurrence.

(continued on page 4)

## **THE USERS OF THE TERMINAL**

The coal companies who ship their product through Dalrymple Bay is a “who’s who” of the Australian coal industry. They are:

- Rio Tinto Coal Australia— from mines at Blair Athol, Hail Creek, Clermont.
- BHP Mitsubishi Alliance (BMA) - from Riverside mine.
- Xstrata Coal—from Oaky

Creek mine.

- Foxleigh—from Foxleigh mine.
- Macarthur Coal—from mines at Coppabella and Moorvale.
- Millennium Coal—from its mine at Moranbah.
- AMCI Australia.
- Peabody—from its mine at North Goonyella.

- Burton Coal—from its mine at Burton.
- Anglo Coal—from mines at German Creek and Moranbah North Joint Venture.

It is interesting to note that there are in fact over 50 different blends of coal that the Terminal handles and ships to customers all over the world.

**“The coal companies who ship their product through DBCT is a “who’s who” of the Australian Coal Industry.”**

## **DBCT 7X PROJECT EXPANSION WEBSITE**

We have just launched the DBCT 7X Project Expansion Website. This website can be found at [www.dbctexpansion.com.au](http://www.dbctexpansion.com.au). This website provides information on how construction activities will affect the local communities, as well as the continual progress of the project, including a current photo gallery.

It details the terminal’s back-

ground, history and infrastructure; the expansion plan, status, management and employment; environmental and economic impacts; and the terminal stakeholders (those who have a vested interest in the outcome of the expansion). There is a video presentation, and an animated presentation of the proposed terminal expansion. Community updates in relation to the project will be regu-



larly posted, as well as relevant news items. Please check it out and send any relevant feedback to [dbct7xinfo@bbidbct.com.au](mailto:dbct7xinfo@bbidbct.com.au).

Work progressing on the construction of

We are always happy to hear of any ways we can improve the content.

## PROJECT PARTICIPANTS TO DATE

BBI (DBCT) appointed Connell Hatch, a joint venture between Connell Wagner and Hatch Associates, to be responsible for the management of the project.

It is being carried out under an Engineering, Procurement and Construction Management (EPCM) approach, which involves in-house design and procurement, and management of contracts awarded to a variety of companies that are best suited to the particular scope for which they are

engaged.

To date, the following major organizations are established on the site:

**BBI (DBCT)** - Owner (Technical & Site Manager, Peter Wother- spoon)

**Connell Hatch**—EPCM Ser- vices (Construction Manager, Tony Shield)

**Golding**—initial earthworks and material preparation (Project Manager, Les Cow- ard); construction of the train inloading station civil works.

(Project Manager, Craig Zinn).

**BMD**—construction of Bund 5A; construction of roads, and miscellaneous site works. (Project Manager, Colin Mitchell)

A contract has been awarded to McConnell Dowell for the inloading structural, mechani- cal and electrical works, and they will be mobilizing to site shortly.

BMD's contract has also been extended with the award of the new Bund 6 civil works.

**“BBI appoints Connell Hatch to be responsible for the management of the Project carried out under an EPCM approach.”**

## SAFETY FIRST

Welcome to the first Safety component of the DBCT Ex- pansion Newsletter.

BBI, Connell Hatch and all the project's contractors consider the safety of all our employ- ees as the number one prior- ity, and it is very pleasing to report the achievement of no Lost Time Injuries and 3 minor First Aid Injuries to date.

A facilitated emphasis on task awareness through Toolbox and pre-start talks, together with the reporting of all safety related events, has led to an increase in incidents reported in the last period, which is actually a desirable outcome. This has assisted in learning to ensure that the right safety procedures, and safety stan- dards have been imple- mented for a particular work task by the employees—an effective way of raising safety awareness among the work- force.

During the past months, the



Award presented to Goldings in relation to completion of Row 8 (Contract C002) with no recorded incidents. Rob White, Adam Lownds, Dave Pradella, Heather Wright, Paul Goodin, Paul Vella, Ramon Barnes, Russell Carson, Scott Perry, Tony Broso, Troy White, Craig Funiston, Glen Zappone, Patrick McFadden.

Project assisted the establish- ment of the Safety Represent- ative Committee. Represent- atives from BMD and Golding were voted into positions.

As we progress into the next period, the safety team will be assisting contractors in high risk safety work methods, to ensure a high standard is achieved, and with the inten- tion of remaining incident

injury free. We look forward to your continued assistance.

The First Aid Centre is now operational with Paramedics, Stewart Brand and Camille Roberts, in attendance, the location is next to the Project Management Centre.

Recently, Wain Lawrence, Connell Hatch Project Man- ager, presented an award to

Goldings (see above picture) in relation to completion of Row 8 (C002 Contract) with no recorded incidents. Con- gratulations to all.

Remember, YOU are in charge of your safety. Ensure we WORK SAFELY TOGETHER.

## ACCOMMODATION UPDATE

BBI (DBCT) is pleased to announce that preferential accommodation for people working on the DBCT 7X Project will now be provided at

- Hay Point Beach Tourist Park
- Hay Point Hotel-Motel
- Tandara Sarina Hotel-Motel

These facilities are situated in close proximity to the project site. A significant upgrade on all properties is currently under way, which will provide high quality accommodation

and meals for project employees. The number of units will increase from 70 currently available to 220 by the end of July 2006. A wide range of accommodation styles and pricing is available to suit all tastes and requirements. Links to contacts, information kit and photos will soon be available from the project website, but in the meantime please contact:

- Angela Franklin (Park Manager) at Hay Point Beach Tourist Park 4956 3413 or [hpoinpark@bigpond.com](mailto:hpoinpark@bigpond.com)

- Hay Point Hotel Motel [Hay-point.pub@bigpond.com](mailto:Hay-point.pub@bigpond.com)
- Tandara Hotel Motel in Broad St, Sarina 4956 3413

People working on the project needing to source accommodation locally, which can be quite difficult given the tight local real estate market, can contact the project site on 4940 9440.



1 bedroom cabin at Hay Point Beach Tourist Park

## COMMUNITY UPDATE

Maintaining a positive impact on the local communities as a result of the project's construction activities, is receiving a high priority within the project's management.

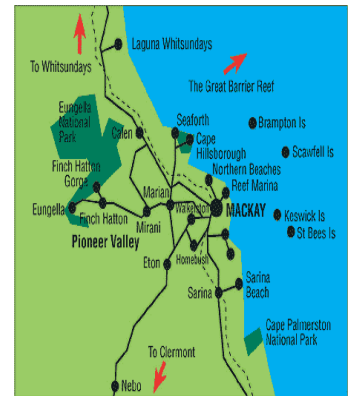
BBI (DBCT) is committed to ensuring that neighbouring communities and other interested stakeholders are kept fully informed about all aspects of the expansion project.

A consultation process that encourages enquiries and opinions from local and regional residents has been established. This will be in the form of on-going community information sessions, a project website, and access to a dedicated Project Liaison Manager, Frank Ross.

A shop front office has been established in the PCQ Port Administration Building to

provide all stakeholders with a location from which additional support and information is available.

BBI (DBCT) encourages community participation in this project. We want to make sure that we understand any concerns, and that we identify and deal with those matters that are important to you and the local communities.



Map of Mackay Region

## SAFETY STATISTICS AND WHAT THEY MEAN? (CONTINUED)

For this reason, we urge all employees to be diligent in reporting all incidents to their supervisor.

Finally to date we have worked 353,389 man hours on the project, without serious injury. That's one of the trends we want to continue through to the finish.



Below is a listing of other relevant statistics which we will be using.

	Total to Date
<b>Total Project Hours Worked</b> (CH/BBI/Contractors)	<b>269,419</b>
<b>Safety Incidents</b>	<b>40</b>
<b>First Aid</b>	<b>3</b>
<b>Medical Treatment</b>	<b>0</b>
<b>Lost Time Injury</b>	<b>0</b>
<b>Medical Treatment Incident</b>	<b>0</b>
<b>Frequency Rate</b>	<b>0</b>
<b>Loss Time Injury Frequency Rate</b>	<b>0</b>

We are on the web!

[www.dbctexpansion.com.au](http://www.dbctexpansion.com.au)

**BBI (DBCT)  
MANAGEMENT PTY**

Project Office  
Level 6 West Tower  
410 Ann Street  
(Cathedral Square)  
Phone: (07) 3114 6880  
Fax: (07) 3114 6855  
E-mail:  
[dbct7xinfo@bbidbct.com.au](mailto:dbct7xinfo@bbidbct.com.au)

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