

COALScape

BBI (DBCT) MANAGEMENT PTY LTD



The DBCT 7X Project Construction Newsletter May 2007

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MESSAGE FROM ERIC KOLATCHEW—PROJECT DIRECTOR

Phase 1 of the project is now entering a critical phase. Engineering and procurement work is largely complete, with award last month of the last major contract. This was for the dismantling of one of the existing Stacker/Reclaimers and its conversion and re-erection as a reclaimer, awarded to Team Engineering of Mackay. The emphasis is now well and truly on construction, and strong performance of all our contractors is required to reach our December completion target.

It is most pleasing to again acknowledge our exemplary safety performance, with continuation of our lost time injury free record.

While site works ramps up, a number of the Phase 1 contracts have also been recently completed, including Golding's material preparation, BMD's Bund 5A works, and land reclamation coming to an end.

One of the most important and technically challenging parts of the project is the new rail receival station. After overcoming many difficulties and delays, the last major concrete pour was carried out on 23 April (see photo). It must be quite a relief for the Golding crew who have persevered through all the difficulties and bad weather. They deserve thanks for their efforts. It's now up to the McConnell Dowell team to fit out the new dump station and complete the rest of the new inloading system by the end of the year.



An impressive 240m³ was poured, starting at midnight on the Rail Receival Pit

The high workload across the construction industry in Australia, and particularly Queensland and WA, shows no sign of easing. New projects are still coming on stream, both in the mining and infrastructure sectors. This is putting tremendous strain on contractors to find capable construction teams. Many projects are getting into difficulties, but I am pleased to say that we are fortunate in having attracted experienced and competent construction

teams to our project. Our schedule, though extremely tight, is being maintained, and the quality of the site work is excellent. These are welcome and necessary features in order for us to stay in front, and in many respects, defy the trend seen on many other projects.

Every month counts, and with only seven to go before our first major milestone is reached, the project needs the continuing hard work and co-operation of all teams on site.

SPECIAL POINTS OF INTEREST:

- **John Holland mobilizes to site**
- **O'Donnell Griffin has completed the first substation**
- **The DBCT Terminal houses a wide variety of different coals**
- **The rail receival civil works was effectively completed at the end of last month**
- **Extensive pile driving program to commence in earnest towards the end of May**



The last pour completed as dawn breaks

INTRODUCTION TO O'DONNELL GRIFFIN —OUR POWER SYSTEM UPGRADE WORKS CONSTRUCTOR

The Power Supply Upgrade on the 7X Project, includes the installation of four new substations, with the upgrade of existing substations, and shut-downs on stacker reclaimers and conveyors.

The complexity of the work schedule, and keeping the coal terminal running with minimum disruption to throughput while these cutovers take place, is ever-evolving, and requires the synchronization of all teams working on site.

On the DBCT 7X Project, O'Donnell Griffin works with Connell Hatch and Contractors to achieve the project goals by:

- Providing practical and flexible design solutions.
- Employing highly qualified, experienced and versatile personnel.
- Maintaining close liaison

with the client through a dedicated project team.

- Regular reporting and updating of construction and maintenance programmes.
- Working with stringent Occupational Health and Safety practices.

O'Donnell Griffin is proud of its involvement with the project and achievements over the last 101 years. In this time it has become a leading Australian electrical engineering and contracting business.

Since 1906 O'Donnell Griffin has continued to evolve to meet the changing nature of the market and technical environments.

As a market leader in Australia and throughout the Asia Pacific region ODG looks to the future with confidence due to sound business planning and the



SSIA—new substation completed

good relations attained with clients

O'Donnell Griffin is a trusted partner in providing design, contract installation and system maintenance services, and specialising in the fields of electrical, mechanical and general

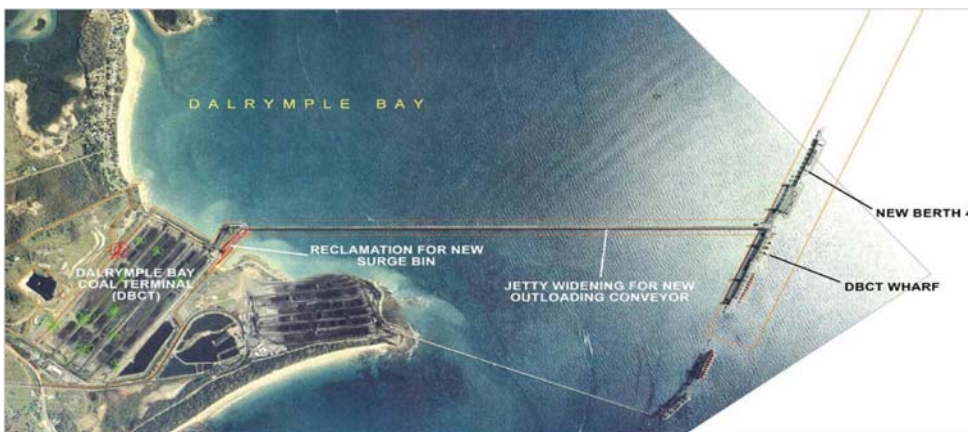
engineering.

The success of the work performed by O'Donnell Griffin is attributed to the workforce employed.

ODG has developed special methods, techniques and procedures for monitoring and managing sophisticated projects in challenging geographical locations.

Today O'Donnell Griffin employs over 1500 people.

PILING TO COMMENCE



As part of John Holland's scope for the marine works, an extensive piling program is involved, requiring the driving of around 400 piles, each over 40m long, over a 12-14 month period. The extent of the work is indicated on the above pho-

tograph which shows that the piles are required for the full 3.8km jetty widening, and the new Berth 4. It is intended that the work will only take place in daylight hours, except for abnormal circumstances, and between Monday to Saturday.

Apart from a couple of test piles to be driven early in May, the driving program will commence in earnest towards the end of May. The exact start date will be advised to the community via a special bulletin.



O'Donnell Griffin commissioning crew, Craig Valmadre and Peter Warry, at Substation 3

INTRODUCTION TO JOHN HOLLAND—OUR OFFSHORE WORKS INCLUDING OUTLOADING SYSTEM OL3 AND BERTH 4 CONSTRUCTOR

John Holland has now mobilized to Dalrymple Bay and has established its new offices at the Tug Harbour. The team is currently working on the materials laydown areas, with further work planned for the onshore set-up, particularly in the area of piling and welding.

A 280T Liebherr crane has now been mobilized to the Tug Harbour area. It will be mostly used for loading-out piles. However, in the first instance, it will be used to construct the Temporary Loadout Jetty.

Further construction equipment is expected on site during the months of May and June and the delivery of the first pile during early May.

Prior to John Holland commencing work on the site, a Team Alignment Workshop was held on 14 March 2007 in Mackay. This included delegates from John Holland, Connell Hatch, BBI (DBCT) and Walz Construction.

The purpose of the workshop was to bring together key members of each team to consider items such as developing a project charter, identifying risks and opportunities, and also agreeing upon effective communication and conflict resolution strategies.

The workshop was a success, and from this meeting, the team was also able to put together a set of Cultural Objectives around the key areas of Safety, Quality, Environment, and Good Relationships.



Works commenced at the Tug Harbour with installation of a temporary jetty. John Holland's marine project headquarters is shown in the background.



“John Holland took part in a Team Alignment Workshop prior to mobilizing to site to commence construction works.”



Delegates at the Team Alignment Workshop held in Mackay on the 14th of March 2007, prior to John Holland mobilizing to site to begin construction works

SOME USELESS INFORMATION ABOUT OUR COAL

Did you know that the sometimes endless mounds of black stuff you see in the stockpiles is not all the same? There are in fact 3 different base varieties of coal that the terminal handles. They all have special characteristics to

meet specific end user requirements. DBCT is the only terminal in the world that handles 3 types of coal: Thermal—used primarily for power generation; Coking—used primarily for steelmaking; and PCI (Pulverised Coal Injection) -

used for direct injection into blast furnaces for steel making.

Add to this mix, the 55 different blends available, and you can appreciate what a unique and complex inventory needs to be man-

aged. The Terminal's “customers” from all over the world order a specific variety of coal. It may be hard to believe, but each delivery of coal into the terminal is separately tracked, and always loaded onto the right ship!

SAFETY FIRST - PAUL DRUERY

Welcome to the sixth Safety component of Coalscape.

We are pleased to report that the project remains Lost Time Injury Free to date—a great achievement by all contractors.

How have we achieved this target so far?

The contractors engaged on the project have all been audited against high level system audit criteria before they commence on site. The audit involves a two step approach; the first is attending a current work site of the contractor, and the second part is the audit of safety systems that they use for their projects. Once completed, a score is rated against the audit criteria and a report written and submitted to the client for review.

As Connell Hatch, we require that all our contractors have the same values as us, which includes a belief that all incidents and accidents are

avoidable, and a strong drive to achieve our site goal of NO injuries on site.

Once a contractor has been awarded a contract on site, weekly auditing of systems and field inspections commence to ensure that the contractor is complying with our Standards, Procedures etc.

Finally, it's up to each and every employee to respect the systems/procedures put into place for their protection, and to adopt safe work behaviours and practices.

Importance of Hearing Protection

One of our Site Safety Standards relates to hearing protection, as hearing damage is still the number one in occupational diseases of workers Australia wide.

The project has recently conducted hearing seminars on site by fully trained hearing specialists.

Protecting one's hearing is very important, especially later on in life. There are many ways to protect one's hearing and I have listed two that should be used at work, home or play. Both are inexpensive and should be used at high noise levels by yourself and children.

The first one is ear muffs - they enclose the ear shell and are sealed to the head by soft cushions. The advantage of these is that they are quick and easy to fit, and remove, they fit everyone, are practical and are very good for high frequency attenuation.

The second way to protect your hearing is by the use of ear plugs. These are worn in the ear canal to reduce noise. The advantage of these are, they fit all users, no pressure to the head, as per ear muffs, they do not interfere with other PPE, and are disposable.

So in closing, think about your long term hearing and take measures when mowing, grinding, whipper snipping etc, and you will have better hearing by following this advice.

Until next time, stay and play safe.

Below are the project's safety statistics to date.

	<u>Total to Date</u>
Total Project Hours Worked (CH/BBI/Contractors)	1,400,000
Safety Incidents	142
First Aid	39
Medical Treatment	6
Lost Time Incident Frequency Rate (LTIFR)	0

We are on the web!

www.dbctexpansion.com.au

COMMUNITY UPDATE—FRANK ROSS

Since our last issue, the first Community Reference Group (CRG) meeting for 2007 was held at Louisa Creek on Thursday, 1 March. The committee was given an update of the current status of the 7X Project and was briefed on the short and long term commitments that BBI (DBCT) Management has made to enhance the standard of the Tug Harbour vehicle parking area. The committee was appreciative of the commitment for enhancement of the Tug Harbour once the project team has vacated the Laydown area at the completion of the offshore contract.

During the same reporting period, the second Community Working Group (CWG) meeting for 2007 was held in the BBI (DBCT) Shop Front Office on

Thursday, 29 March. No community issues or concerns were raised about the DBCT 7X Expansion Project status.

Community Bulletins were distributed to the local community informing them of John Holland's establishment of their construction offices in the Tug Harbour Laydown area for the duration of the offshore contract. Another Bulletin alerted the community that the Hay Point Road was returning to its original condition after the under road conveyor tunnel works were completed. No community issues or complaints were received during the period that the bypass road was in place, which is testament to



Frank Ross (Project Liaison Manager) was invited to attend the Mackay Tourism Conference in February to identify possible opportunities for a working relationship between Mackay Tourism and the 7X Project. Left to right are Liz Stewart, Industry Development Manager (Mackay Tourism), Frank Ross, Narelle Pearce, CEO (Regional Economic Development Committee) and David Phillips GM (Mackay Tourism)

the careful planning and traffic controls implemented by BMD and Connell Hatch.

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BUILDING THE FUTURE TOGETHER