

# COALScape

BBI (DBCT) MANAGEMENT PTY LTD



The DBCT 7X Project Construction Newsletter September 2007

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## SPECIAL POINTS OF INTEREST:

- Walz has designed and commissioned a pile-driving frame specifically for this project
- What is the difference between a boat and a ship?
- McConnell Dowell celebrated erection of conveyor galleries milestone.
- Over 2 million hours worked on the project

## MESSAGE FROM ERIC KOLATCHEW—PROJECT DIRECTOR

We are now approaching our maximum expected workforce level of around 700 on site, and with the number of workfronts opened up, the site is truly a hive of activity.

Phase 1 has reached 80% completion, and the critical areas due for completion in December are the erection of the new yard machines, dismantling and re-erection of Stacker/Reclaimer SR4, and installation of the 3rd inloading system.

It was pleasing to see McConnell Dowell reaching a significant milestone in the past weeks with erection of a number of the new inloading conveyor galleries. This achievement, which opens up the work for a concerted effort towards commencement of commissioning with the first coal train

at the end of October, was given due recognition at a BBQ on site late in August (see photo).

Phase 2/3 of the project is also gathering momentum. Piling for the new wharf and jetty extension is now well established and the total number of piles driven so far is 30. Only 412 to go!

All this activity means there needs to be a heightened awareness of hazards and safe working practices.

Much of our work over the past couple of months has been in shutdowns where major components of the terminal have undergone upgrades. These activities occur in true 'brownfield' conditions and place an added demand on everybody. Because they generally need to occur 24 hours per day, 7 days per week,

night-shift conditions, and onset of fatigue can place some added strains on our efforts to keep safe. At the same time, but without compromising working safely we need to recognise the demands of the schedule. Each worker on the site has a responsibility to ensure that personal safety is not placed at risk during these shutdowns, and on the site generally, and we will be only too willing to discuss, and find solutions where any individual concerns may arise.

The end of the year will be upon us all too soon, by which time having Phase 1 of the project almost complete will be not only a welcome relief for many, but more importantly, will be a most significant achievement for us all.



Part of the McConnell Dowell Team at the BBQ to celebrate the conveyor galleries erection

**INTRODUCTION TO WALZ CONSTRUCTION —OUR SHIPLOADER UPGRADE & ONSHORE OUTLOADING SYSTEM CONSTRUCTOR**

The Walz Construction Company began with the first wave of the Central Queensland resources boom over 30 years ago and brings this experience with them to three main project scopes currently underway at DBCT.

Walz has worked on a number of wharf construction projects, including Berth 3 and Berth 4 at the RG Tanna Coal Terminal in Gladstone.

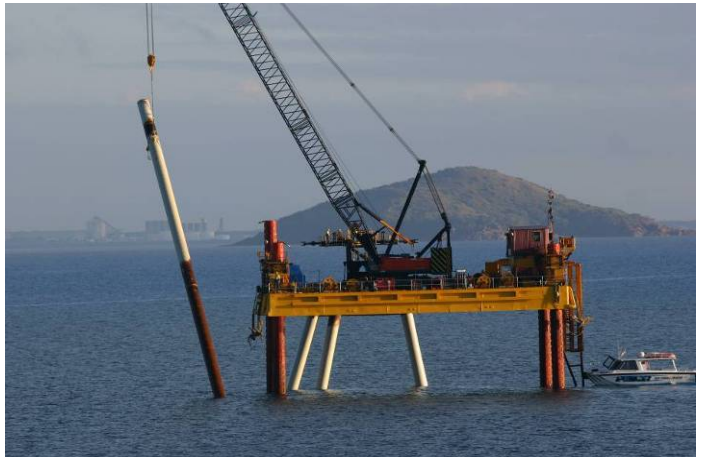
At DBCT, Walz is involved in the upgrade of Shiploader 1, specifically electrical works and strengthening of this loader's upgrade. Currently, the team is 20% complete on electrical works and 20% complete on the strengthening works. When this upgrade is finished it will deliver faster movement of the loader throughout the loading process.

The second project scope is as

a subcontractor to John Holland for the marine works to construct berthing dolphins and mooring dolphins. For this project, Walz Marine is supplying its elevated work platform that hosts a 250 tonne crane. Walz has also designed and commissioned a pile-driving frame specifically for this project that is working successfully, having driven 12 piles in the first 8 days since starting the contract.

The barge, which can hoist itself up onto 'jacks', is one of only a handful in Australia. It works in conjunction with two tugs owned and operated by Capricorn Tug and Barge, a Walz subsidiary company created to support major wharf infrastructure projects along Australia's eastern seaboard.

Finally, the Walz Construction team is also handling the onshore works for the Outloading Conveyor System OL3. This



Marine Elevated Platform Driving Piles

scope requires the supply and construction of a 2,000 tonne surge bin, a series of elevated galleries, shutdown of the existing transfer tower and the installation of a new transfer tower as well as civil, structural, mechanical, piping and electrical works.

Walz Construction is a family

owned company that is based in Gladstone, an ideal location to service the booming resources sector. It has three 5,600m<sup>2</sup> workshops, land area of 25,000m<sup>2</sup> and an extensive equipment and logistics inventory designed to fulfil fabrication and metal treatment projects of any scale either on or off site.

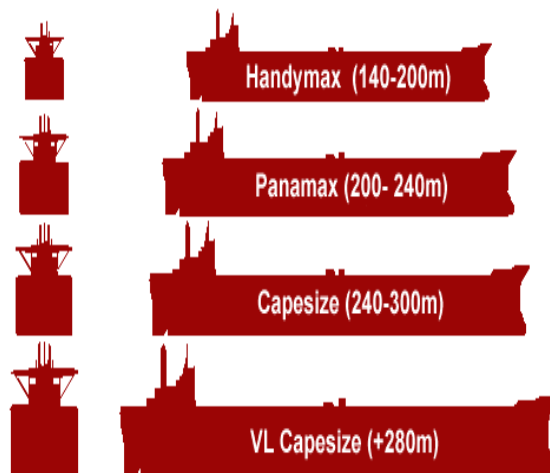
**BOATS OR SHIPS? - GREG SMITH (GM OPERATIONS, BBI DBCT)**

As you may be aware, DBCT is the third largest coal terminal in the world, catering for a vast range of vessels.

This terminal can load vessels ranging from 20,000 deadweight tonnes up to 200,000 deadweight tonnes—the deadweight being a measure of the carrying capacity of the vessel ie. 200,000 deadweight tonnes = weight of cargo + weight of ship (light weight) + weight of fuel, water stores, crew.

The vessels are crewed by about 18-20 people comprising 'deck' and 'engine' groups. While vessels wait for a berth, the crews carry out

The size of the vessel groups it into specific classes which are illustrated by the following:



- Less than 50,000 dwt - "handy" for multiple types of cargo
- 50-90,000 dwt - suitable to pass through the Panama canal and used for minerals/grain
- 90-120,000 dwt - too big for the Panama Canal having to sail via the "Capes" (Good Hope and Horn)
- Greater than 120,000 dwt - very large Cape used primarily for minerals like coal and iron ore.

engine maintenance, painting/rust prevention activities and cargo hold cleaning. When the berth is ready, a pilot will board to assist the

ship's captain in berthing and securing the ship to the wharf. Tugs are used to manoeuvre the ship and hold it against the wharf while the

mooring lines are secured (note, tugs are boats!). A lines launch assists in ferrying the heavy mooring lines to the wharf where mooring

## INTRODUCTION TO G & S ENGINEERING—OUR SR3 STACKER/RECLAIMER RELOCATION/UPGRADE CONSTRUCTOR

G & S Engineering Services (G&S) has been awarded the contract to relocate Stacker/Reclaimer (SR3) from Bund 4, upgrade and modify this unit, and recommission the machine as Stacker/Reclaimer SR6 on Bund 6. The project is expected to run smoothly with a stakeholder's communication channel already established with the BBI/Connell Hatch management team to resolve ongoing contractual and workflow variations and modifications.

The project involves leapfrogging the existing machine over two existing bunds and includes strengthening of the mast, counterweight, and boom structures to meet the requirements of AS4324.1. The upgrades also include the supply of a new elevator conveyor as well as a significant revamp of the electrical system. The final result will

increase the capacity of the machine by 15% to a nominal stacking rate of 5500tph.

The works are well underway with planning, detail drafting and procurement of long lead items in progress. Onsite works are due to start early December with civil works and the machine relocation commencing early January and due for completion by June 2008.

G & S is a locally based company employing a vibrant workforce of 850 employees in the mining and resources industry sectors. The company specializes in maintenance, construction and manufacturing in the mechanical and electrical fields. Some of the more recent current projects undertaken by G & S include:

- The manufacture of a new Stacker/Reclaimer boom for BBI on the DBCT 7X



Existing SR3 Stacker/Reclaimer that will be significantly upgraded and repositioned on Bund 6

- Project.
- Relocation of three large walking draglines and the erection of a new 8,000t machine at a Bowen Basin Coalmine.
  - Erection of two new Reclaimers at the new BMA Blackwater Mine.
  - Erection of a new Stacker/Reclaimer at Abbot Point.
  - Major shutdowns in the Bowen Basin on coal handling and preparation Plants and Draglines.

## BOATS OR SHIPS? CONTINUED

gangs secure them to bollards on the wharf.

You've probably noticed that I've referred to a 'vessel' rather than boat or ship. I do this specifically, as most people imagine a 'vessel' to be big enough to load the huge cargoes of coal shipped from DBCT. But that begs the question, what constitutes a ship or boat?

For those of you that like sayings, try this one that was given to me many years ago: "Ships carry boats but boats can't carry

ships". This obviously implies that ships are big, robust and ocean going and boats are small, with the reference in "ships carry boats", being life boats. Going further back to the days of sail, a ship was defined as a square-rigged vessel with at least three masts and a boat isn't (I like simple logic).

So is there a technical definition that pertains to dimensions? Hearsay says "yes" and refers to a ship being in excess of 500 deadweight tonnes and

another—a boat as being anything less than 75 feet long. Both seem feasible, but then again, why is a submarine a boat? The dimensions of nuclear submarines exceed the above, so why call it a boat? Mind you, who'd argue with anyone that has spent 6 months at a time hugging nuclear missiles, at various depths below the surface! For my money, they earn the right to call it what they want. Anyway, who'd believe anything from a person that knowingly and willingly goes to sea on

**"DBCT caters for a vast range of vessels, including Handymax, Panamax, Capesize and VL Capesize."**

something designed to sink!

While the technical definition seems hazy, stick to 'ship' for anything you see at DBCT, except the tugs and lines launch (don't ask about launches! .....)

## SAFETY FIRST - PAUL DRUERY

Welcome to the eighth Safety component of Coalscape.

The project to date has now reached over 2 million man-hours. No serious injury or incidents have been recorded for the month. This is due to the effort to stay safe by all project employees and the project managers congratulate you and ask that you continue this achievement.

### Height Safety Training

I have been asked what are the requirements for height safety training, under the OHS Act, Regulations, Australian Standards by many employees on the project of late.

Working at heights is one of the projects largest risks as we move into erecting galleries, the jetty, wharf, transfer towers, scaffolding etc. I will attempt to address the issue of training.

What exactly is the minimum training requirement in law for employees working at heights? "The OHS Act and Regulations state that the employer must provide training, supervision and instruction that is adequate to allow an employee to safely perform their task without risk to health and safety.

The Regulation goes onto state that where a fall arrest device is provided for persons at work, the employer must ensure, among other things, that all persons using the device have received training in the selection, assembly and use of the system.

No-one should work at height without direct supervision unless they have been assessed as competent.

The Act and Regulations in no way indicate training must be done through a Registered Training Organisation (RTO).



This is because ultimately it is the employer's responsibility to ensure workers are competent. This can be achieved by training and assessment by a competent person.

Where appropriate all employees working at heights "should" be trained by a RTO authority, but again it is the employer's decision as to how

they comply with the Act and Regulations.

Remember to inspect your PPE before use, sign all safety related paper work and ensure that your PPE is inspected by a competent person every three months while on the project.

Until next time, stay and play safe.

Below are the project's safety statistics to date.

	<u>Total to Date</u>
<b>Total Project Hours Worked</b> <i>(CH/BBI/Contractors)</i>	<b>2,156,743</b>
<b>Safety Incidents</b>	<b>238</b>
<b>First Aid</b>	<b>57</b>
<b>Medical Treatment</b>	<b>11</b>
<b>Lost Time Incidents</b>	<b>1</b>
<b>Lost Time Incident Frequency Rate</b> <b>(LTIFR)</b>	<b>0.46</b>

## COMMUNITY UPDATE—FRANK ROSS

### BE AWARE and TAKE CARE!

Please be aware of the changing conditions of the Hay Point Road, as the Sarina Shire Council continue to carry out repairs in the timberland area. Speed limits are being reduced in this area.

With the sugar cane haulage season now well underway, vigilance and patience is required around these slow moving vehicles.

There have been some minor accidents on the Hay Point Road recently and all 7X project contractors are requested to report any traffic incidents and infringements that could create a risk to road users and their vehicles.

Since the last newsletter, the third Community Working Group (CWG) meeting for 2007 was held in the Shop Front

Office on Thursday, 19 July.

This group comprises elected community representatives, as well as delegates from DBCT Pty Ltd, BBI, Sarina Shire Council, Queensland Rail and other invited guests such as Ports Corporation. The committee was briefed on current and future project activities. No community issues or concerns were raised in relation to the 7X project.

The second Community Reference Group (CRG) meeting was held at Louisa Creek on Thursday, 30 August. This group comprises members of the local communities, Queensland Rail, Ports Corporation, BBI and DBCT Pty Ltd.

The residents raised a concern about the amount of dust coming from expansion works

at the northern corner of the Terminal, particularly on the day of the CRG meeting. This issue is currently under investigation.

Ergon representatives also attended the meeting to inform the community and the committee about the power upgrade to Hay Point. They advised that a community consultation program will be implemented once details of the project are in place.

Road safety concerns were discussed by all in attendance, reaffirming the need for all road users to drive safely and avoid accidents and injury.

Public information sessions will again be held on the 27th and 28th of October 2007 to discuss the project's current and future activities, and to gain further feedback and input from the community.

One Community Bulletin was distributed to the local/regional community during this period, relating to round-the-clock shut-downs required to install and commission new equipment.

And finally, the second edition of the BBI (DBCT) Management Community Report was distributed to all stakeholders and the local/regional community in July. This can be viewed on our website.

We are on the web!

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

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**BUILDING THE FUTURE TOGETHER**