

# SAND & STONE

The official magazine of the CMPA

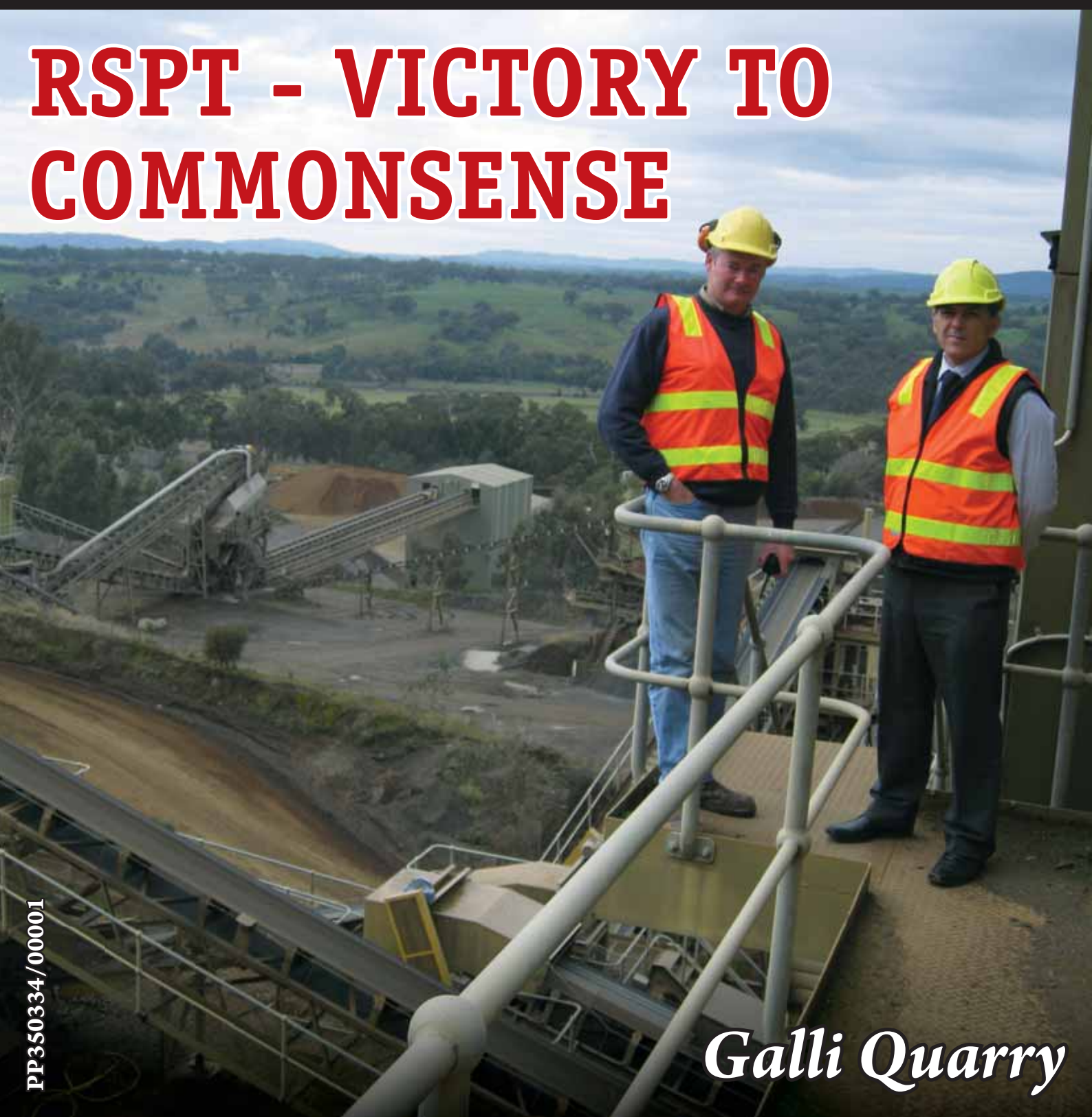
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ISSUE 51

June/July 2010

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## A New Decade – A New Generation

CMPA's Associate Chairperson, DAVID BATSON reflects on the past twelve months and a new way forward.

**T**HE CMPA and its Members, including Associates have enjoyed 10 years of growth and we now embark on another decade of value added services to our Members.

This time last year, we released *A Mosaic of Members Views* – 10 years of the CMPA which provided a wonderful insight into the association and its impact on Members across a wide variety of extractive industries.

In the past fiscal year the CMPA provided guarding and dust workshops; work safely, crushing and screening training days and shot firers' refresher training.

Other milestones to reflect upon were Minister Batchelor's (Minister for Energy & Resources) and Geoff Howard's (Local Member for Ballarat East) visit to Walsh Ballarat Quarries and Premier Brumby's attendance to the opening of Alex Fraser's New Facility at Laverton.

A CMPA Member's Day was held at Bendigo, which included a site visit to Allstone Quarry, a Guarding Workshop and a General Meeting of Members.

On the 21st of August we will all gather at the RACV Club in Melbourne for our AGM and Dinner which I will have no doubt will surpass all expectations and provide a wonderful atmosphere and forum to catch up with colleagues and partners in a relaxed environment.

After 5 years as Chairperson of the Associates I feel it's time to pass the baton on to enable others seeking an opportunity to expand their knowledge of the industry.

A new Associate Chairperson will be elected as this issue goes to print. Details of the new Associate Committee will be in the next issue of *Sand & Stone*.

William Adams has been successful in obtaining the dealership for the global launch of the CAT On Highway Truck CT610 and CT630 which is being manufactured and assembled at Tullamarine, Victoria by NC2 a Navistar, Caterpillar 50-50 joint venture Company.

As Business Manager for CAT Truck, William Adams we have responsibility to establish the foundations of a successful CAT On Highway truck dealership which complements our existing truck service and parts business.

I don't plan to step away from the CMPA and look forward to continuing our associate membership, be on the committee as well as catching up with many of you at the upcoming AGM and Dinner.

It's important I recognise the contribution of all those on the Associate Committee and the support provided to me over the past 5 years. In particular the Secretariat, Sarah, Briony and most recently Gavin which certainly enables us to be involved, without their support much of what has been achieved would not be possible.

We look forward to seeing you at our AGM and Dinner in August and a prosperous 2010-2011 financial year ahead. ■



### INDUSTRY POLICY DEVELOPMENT

With the State election looming upon us, the Association must clearly articulate to both sides of politics our key policy directions to reduce the regulatory burden and ensure future resource security.

Although the CMPA's policy directions are still being developed, following are particular areas of concern. The Secretariat would welcome your comments to assist us in finalising these policy directions.

To have a modern planning system that accounts for economic, social and environmental values.

To streamline the planning approval process by removing unnecessary duplication of referrals to referral agencies and ensuring statutory approval time frames are enforced.

To have an accessible, accountable planning appeals process that is a court of the people with limited costs for all.

To develop an improved Native Vegetation process that removes impediments for industry and delivers the required environmental outcomes.

Government to embrace role of steward of stone resource, identify key resources and provide planning protection for these key resources to enable future generations to benefit from Victoria's natural geological endowment.

To develop an improved Cultural Heritage process that removes impediments for industry and delivers the required heritage outcomes.

The local community is consulted in an appropriate manner.

### An entertaining night at the 2009 CMPA AGM and Dinner





# CMPA NEWS

By **CMPA SECRETARIAT**

CMPA Secretariat provides an update of the latest news and happenings.

## RECENT EVENTS

Associates Committee Meeting held at William Adams, Clayton.

Shot Firers Refresher Training & Assessment conducted at Box Hill.

Ken Norris attended a public hearing regarding the Inquiry into the EES Process in Victoria.

CMPA Representatives met with Cameron Caine (Liberal Party member for the Federal Seat of McKwen) and Craig Hunter (Liberal Party member for the Federal Seat of Bendigo) to discuss concerns regarding the RSPT.

Robin Hocking attended a consultation meeting regarding the Transforming VCAT strategic plan.

Tom McKenny, Tom Kerr (Conundrum Holdings) and Trevor Chapman (Watco Partners) attended the open-session workshop on the RSPT conducted by Treasury.

Work Safely and Conduct Crushing & Screening training courses were held at Bendigo.

Andrew Lumb attended a briefing on Native Title Settlement Framework

OH&S Networking Workshop was conducted at William Adams, Laverton.

CMPA RSPT Rally was held in Bendigo on 18th June 2010.

Management Committee Meeting held in Kilmore.

CMPA Representatives attended the RSPT Roundtable conducted by DPI.

## TRANSFORMING VCAT

The CMPA has provided comments to VCAT on the discussion paper Transforming VCAT.

Key issues identified and require addressing are:

- That the ever-increasing cost being placed upon the proponent,
- That the commission's findings remain relevant to the issues of the hearing at hand, and
- That outcomes, where practical, ensure re-submission would be a last resort.

The discussion paper aims to assist VCAT meet the challenges of the next decade and to be more effective in meeting community expectations. It also addresses many, but not all, of the recommendations made in the former President's Review Report.

Thank you to the members who provided input into the CMPA comments. The three year strategic plan is due for completion in August 2010 to which Robin Hocking attended a briefing on the CMPA's behalf.

## SHOTFIRER'S LICENSE RENEWALS

The CMPA has been communicating with WorkSafe Victoria regarding the slow process of Shotfirer's License Renewals. To date we are still awaiting a response from the WorkSafe Victoria licensing department.

If you are still awaiting renewal of your Shotfirer's license and would like to check the status of your application please contact WorkSafe Victoria on 1300 852 562.

It would be greatly appreciated if members could advise the Secretariat when they have spoken to WorkSafe as we are overseeing the application as well on your behalf.

## MRSDA REVIEW PHASE 2

The DPI recently held an initial industry consultation meeting to discuss issues regarding MRSDA Review Phase 2. The main topics discussed included Work Authorisation and Land Access:

- The need for a simpler and more generic orientated approach to work plans
- Bringing work plan approvals into line with new statutory endorsement provisions
- Integration and streamlining of approvals required under other legislation into MRSDA approval processes.
- Access to Crown land for exploration and mining
- Timeliness and conditioning of land manager consents

*Further information regarding the above will be reported in future issues of Sand & Stone.*

## STREAMLINING LOCAL GOVERNMENT

The CMPA recently provided a submission to VCEC on their draft report *Streamlining Local Government in Victoria*.

Key points made include:

- The draft recommendations referring to procurement (8.1 – 8.4) will assist our sector in that the proposal for matters pertaining to the standardized specifications will focus councils on better managing the limited extractive resources that are available for their use and should result in a reduction in duplicated specifications and testing activities.
- That there needs to be financial modelling of all draft recommendations depicting the efficiency gains that will be available to local government to ensure there is a willingness to participate in change.
- That recommendations are promptly enacted to ensure the work undertaken by VCEC can assist the community to achieve their desired outcomes in a timely manner and at an affordable cost.

## NATIVE TITLE SETTLEMENT FRAMEWORK

The DPI in conjunction with the Department of Justice organised a stakeholder briefing on the Native Title Settlement Framework and Land Use Activity Regime proposed under the upcoming Traditional Owner Recognition and Settlement Framework Bill 2010. The briefing was aimed at updating earth resource stakeholders on the rationale and implications of the new native title arrangements that are being proposed under the Bill.

Andrew Lumb attended this meeting on the CMPA's behalf and in very simplified terms highlighted some of the features:

It is designed to provide quicker resolution of claims by traditional owners, by a process directed to settling claims by negotiation leading to land use activity agreements incorporating Land Use Regimes which are provided in return for withdrawal of Federal Native Title claims.

It applies to crown land only, and does not affect freehold land or crown land which is subject to existing exclusive possession rights, such as leases. Also excluded is land where there is existing infrastructure inconsistent with the exercise of rights by traditional owners, or land set aside by government for projects.

The establishment of extractive industry operations on crown land or new work authorities for existing operations on crown land are therefore potentially affected by the regime, and could require the negotiation of agreements with traditional owners or ultimately a VCAT hearing.

A full report of the meeting is available from the Secretariat and we will keep you updated on the progress of the Bill.

## MEMBERSHIP RENEWAL

All Members are reminded that membership renewal paperwork has been sent and their prompt renewal would be greatly appreciated. In all cases, no payment is required when renewing membership and tax invoices will be posted once the Secretariat receives this information.

Associates are particularly reminded that their membership paperwork includes Sand & Stone advertising. Accordingly we need to know your intentions before the August/September issue.

Thank you to those members who have already renewed for the 2010/11 financial year.

## NEW EXPLOSIVES CHECKLISTS

The Secretariat in consultation with CMPA Members and WorkSafe Victoria are slowly working towards providing four new explosive checklists.

- Magazine Management Safety Checklist
- Explosive Stock Record Book
- Shotfirers Blast safety Checklist
- Shotfirers Blast Management Book

The checklists are currently in draft form and further reviews are taking place. The final versions will be available in the coming months.

## WORKSAFE – ERTS FORUM

The objectives of the latest WorkSafe ERTS Forum was to improve health and safety performance for Victoria's earth resources industries. Key issues identified and items addressed were:

- A review of Victorian performance and national significant incidents was looked at, with fires on mobile equipment again becoming a significant trend in reported incidents. The alert provided by WorkSafe last year on this issue will be reviewed to ensure it is still current.
- Plans have been proposed by DSE for the evacuation of persons from State forests during Code Red (Catastrophic) periods. It was noted that there are a lot of mines and exploration activities located in forests and these present an issue of notification let alone the difficulty and viability of evacuation. DSE has agreed to widen their consultation process to include industries (mining, quarries and exploration) regarding this proposal.
- The NMSF harmonised national regulations are progressing with draft instructions having been given to Safe Work Australia. Guidance material is being developed at present and industry should be called upon to assist with technical issues. The draft regulations should be available for public comment in November 2010.
- An overview was presented on a number of design issues in mobile equipment, in particular older vehicles. The main concerns were seating and the size of vehicles which made maintenance and cleaning access difficult. Comments made expressed a need for standards and minimum requirements for plant coming into the state.

## CMPA AGM & DINNER

The Secretariat is busy making the final arrangements for the CMPA Annual General Meeting and Dinner to be held on Saturday 21st August at the RACV Club in Melbourne.

With the CMPA now in its 11th year, let's hope this year's function kicks off the second decade with a bang. On behalf of the CMPA Management Committee, we look forward to celebrating the successes of the past year with you.

To keep us all entertained throughout the night, there will be roving entertainment, a comedy feature act and a silent auction. It promises to be the social event of the year.

The dinner has been strongly supported by the Associate Members so it should be an informative as well as fun evening.

As a reminder, the event details are:

**DATE:** Saturday 21 August 2010

**TIME:** 5.00pm AGM  
6.30pm Annual Dinner

**VENUE:** RACV Club, Melbourne  
501 Bourke Street

**COST:** \$95 per person

**RSVP:** Friday 6 August 2010

Onsite accommodation at the RACV Club, Melbourne is available and can be booked by calling 03 9944 8888.

Additional weekend activities include: AFL or NRL matches, National Museum, Melbourne Aquarium, Melbourne Zoo, Crown Complex, Southgate Precinct and many more.



# Caterpillar Lends a Hand for Worthy Habitat

Caterpillar reports on its involvement with Habitat for Humanity

**I**N a backstreet of rural Yea in central Victoria, a quiet transformation is underway. Habitat for Humanity – a worldwide organisation dedicated to assisting the needy and families affected by natural disasters - are in the early stages of building 25 new homes for families affected by Victoria's 2009 bushfires.

Mobilising the services, donations and in-kind support of a raft of businesses and partners, Habitat builds or renovates simple, affordable housing for sale to low income or disaster-affected families.

The 'Yea Heights' project – the largest housing project that Habitat Australia has undertaken, recently harnessed the strength of Caterpillar's Compact Construction Equipment as well as Caterpillar and William Adams staff volunteers to transform the five acre site over a three day period in mid-May.

The fleet of Mini Excavators and Multi Terrain Loaders operated by Cat personnel - under the expert tutelage of William Adams' operator trainer, John Merlo - worked rapidly to prepare the site for housing construction and infrastructure installation.

Habitat for Humanity is the world's largest not for profit homebuilder having constructed more than 370,000 homes in all parts of the globe since its formation 36 years ago.



Habitat Australia harnessed the strength of Caterpillar's Compact Construction Equipment

Operating in Australia since 1988, the organisation has had a presence in Victoria for 12 years having constructed more than 40 homes in the state.

According to Habitat for Humanity's Yea Project Director, Neil Shields, the group's focus is on giving a hand-up rather than a hand-out to those in need.

"We work in partnership with families based on their need and their willingness to work with us to help build their own home.

"They work with us from the start on the house and in doing so gain dignity, self

esteem, confidence, learn skills and when they move in they can say 'I helped build this house,'" Mr Shields said.

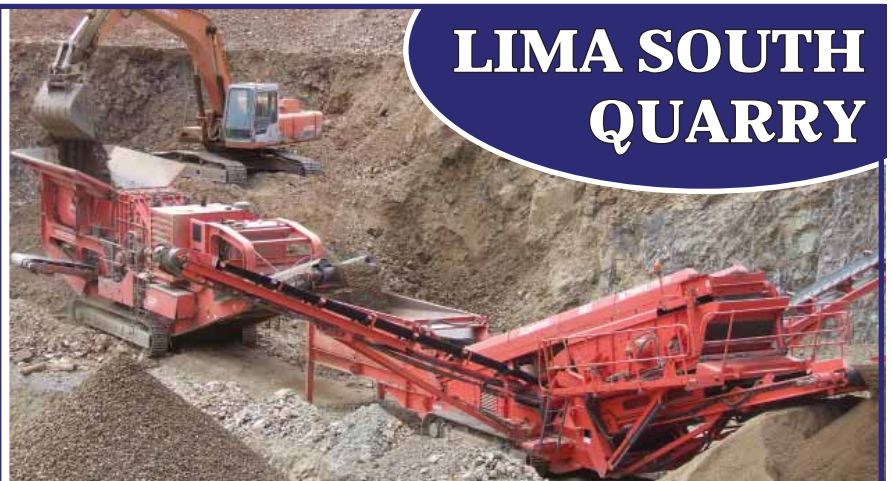
Under the normal Habitat program recipients of housing also commit up to 500 hours of 'sweat equity' to Habitat – which is typically accumulated on their own house construction.

When the house is complete, the family purchases it from Habitat for a price that was set prior to construction with Habitat providing the mortgage with a low deposit and repayments at 25% of the household income.

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## LIMA SOUTH QUARRY



“What we offer is a financial contract but it is not onerous and not self-defeating,” Mr Shields said.

“The program absolutely dignifies people and we have had a 100 per cent outcome with no defaults.”

“We are absolutely blown away to have Caterpillar and William Adams involved – we never take anything for granted in doing this and are continually amazed at the generosity companies like Cat and William Adams show,” Mr Shields said.

The ‘Yea Heights’ project is the major component of Habitat’s bushfire response having already established five ‘tool libraries’ in affected communities and renovated four former Defence Department houses at Portsea on Victoria’s Mornington Peninsula to offer holiday accommodation for Black Saturday victims.

Habitat is also involved in leading weekly teams of Volunteers in the affected areas with ongoing work, fencing, clearing, painting etc helping those who need this support.

For companies like Caterpillar and William Adams, the benefits of their involvement at the ‘Yea Heights’ site are substantial according to Caterpillar’s Paul Moncur.



Caterpillar and William Adams staff volunteers at the ‘Yea Heights’ project site

“Our particular Caterpillar team became involved with Habitat for Humanity through their Warragul housing project.

“We were told of their activities by our Local Contractors’ Industry Sales Manager, Bill Schaffroth, who had previously worked with them in the United States and by our Product Support Marketing and Operations Divisional Manger, David Carletti, who had worked with Habitat in Singapore and Sulawesi.

“We’ve had hands-on engagement as well as a great time working on this site,” Mr Moncur said.

“Not only is it very satisfying to be involved, but also actually seeing both the results and contribution that our team has made to this particular project.

“While a golf day might be enjoyable, this sort of project has generated real excitement amongst our team whilst also having created a strong bond and delivered a very rewarding result for all involved.” ■

For further information please visit [www.habitat.org.au](http://www.habitat.org.au)

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## GALLI QUARRIES

MARK GALLI, Managing Director of Galli Quarries reflects on the growth of the business (*as per front cover*).

Galli Quarries is situated on Sunday Creek Road Kilmore east approximately 60 km North of Melbourne CBD in close proximity to the Hume Freeway, whilst their administration office is at University Hill in Bundoora.

Galli Quarries was established in 1997 by Lorenzo and Michael Galli, after successfully building and owning a number of quarries throughout Victoria. The Galli Group of Companies has been involved in quarrying, earthworks, civil and residential construction and concrete and asphalt manufacture since 1954. The Galli's were involved in many major Victorian road building projects in the 60's and 70's including the Wallan to Broadford section of the Hume Freeway.

The Galli Group owned and operated quarries in the Wollert and Kilmore areas as well as numerous concrete plants in the 60's and 70's under the Apex banner. Apex Quarries was taken over by Pioneer Quarries (now Hanson) in 1978.

Quarrying remained a passion for the Gallis, and it was not long before an opportunity to continue their previous success arose in Kilmore. The Galli brothers applied for a quarry licence at the current Kilmore East location in June 1983. After a long period of consultation with the local residents and authorities, a license was granted in 1993. Although Lorenzo and Michael have passed away, their legacy continues in Galli Quarries. The quarry is owned and operated by the Galli family, which is committed to continuing the high standards of service and quality of material expected by the most discerning customers.

Galli Quarries supplies quality aggregate to many prominent concrete and asphalt suppliers, as well as crushed rock products and sealing aggregates for road and underground services. Galli Quarries aggregate is noted for its high strength and high quality, which is why it features in many high strength projects such as Melbourne and Avalon Airport, the MCG and Eureka Tower.

Galli Quarries has been a CMPA member since 2001 and continues to support their efforts to represent the extractive industry.

Gerard Kelly and Mark Galli at Galli Quarries.



# Inquiry into the EES Process in Victoria

CMPA SECRETARIAT, Ken Norris, reports on the Environmental Effects Statement Process in Victoria.

THE 'Inquiry into the Environmental Effects Statement (EES) Process in Victoria' is run by the Parliamentary Environment and Natural Resources Committee, chaired by the Hon. John Pandazopoulos, MP. The CMPA presented a written submission to the Inquiry and attended one day of Public Hearings.

No written or verbal submissions to the Inquiry suggested the current EES process works satisfactorily. But opinions vary on its value: some professionals support the Victorian EES model as the best in Australia requiring only tinkering at the edges; but an academic from Perth can't understand the Victorian process to decide whether it is good or not.

The CMPA and other industry bodies pointed out the flaws:

- Lack of rigorous time-lines
- Expense
- Lack of finality when the EES process does not satisfy all statutory requirements e.g. of the EPA and Australian Government
- Political interference even if a proposal has overwhelming technical support
- No appeals process

Community group submissions (the majority) protest the inadequacy of a process that doesn't deliver 'environmental protection'; most community groups want more authority through the EES process to prevent development. But, as others pointed out, the assumption that community groups can stop development is often delusional and is a fault of the EES process; for large infrastructure projects where the



Site Photo – Newcomb Sand & Soil at Portarlington

government is the proponent, the decision to proceed is already made — consequently the EES process is a waste of everyone's time and creates unnecessary, protracted antagonism.

But don't hold your breath for change. The government itself commissioned a thorough review of the Environmental Effects Act in 2002 and implemented none of its recommendations. In a verbal submission, a group of lawyers suggested the Parliamentary Committee should push for implementation of the recommendations of the last review and not waste time asking for yet another opinion. ■

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# TEREX THE CHOICE AFTER DETAILED HAUL

For any quarry business, the purchase of a new haul truck warrants significant evaluation - and that's just what Victorian independent operation, Northern Quarries undertook. By SHAYNE MORRALL at Victorian Construction Equipment Pty Ltd.

**I**N any major capital equipment purchase there's a range of factors to consider - operational suitability, fit to existing plant and production design, safety and performance factors and, not least, financial considerations.

When Melbourne based independent hard rock quarry, Northern Quarries, began sourcing a new 60 tonne haul truck, they started a process in which they undertook many months of detailed evaluation before choosing a Terex TR60 supplied by Victorian/Tasmanian Terex distributor, Victorian Construction Equipment - one of the first introduced to Australia.

Northern Quarries' Pat Kerr said getting the fine detail right is vital for an investment, which not only has a significant impact on business, but also must deliver in its application. "There's so many things we analyse and then we narrow the choices down," Mr Kerr said. "To begin our process, we'll start looking at everything from low-houred used equipment as well as new and check out the difference between the two.

"A major part of the research at this stage is ensuring availability of the machine," Mr Kerr said, adding: "It doesn't then take a genius to figure out that we should be leaning toward a new machine if the financial impost is manageable so we can access the warranty and other benefits and look to reduce our costs over the term of the life of the truck."

Northern Quarries also readily acknowledge referencing a *Sand & Stone* magazine article, which explained capital acquisition as a partnership between a purchaser and supplier.

"There's a methodology in everything we purchase and we used our methodology in conjunction with the CMPA article, as well as things like the suppliers risk assessments, health and safety impacts and even issues like machine handover, maintenance training and driver induction and training," Mr Kerr explained.

"It is a time consuming and complex procedure and it can take months - everyone who has supplied us with equipment knows that it takes time and know that we ask for a lot of detail, but that is a reflection of where we want to be as a company - we need to make sure every 'I' is dotted and 't' crossed."

Within Northern's thoroughness there remains a simple business proposition - they're after the best machine at the lowest financial impact - and one which will give the longest return on investment.

Working with Shayne Morrall of Victorian Construction Equipment Pty Ltd, the Terex TR60 obviously fitted Northern Quarries requirements. Featuring a drivetrain that fitted comfortably with Northern Quarries, a Cummins QSK19-C700 522kW (700hp) Tier 3 emission engine is coupled to an Allison M6610AR automatic transmission and delivers outstanding gradeability and, importantly, is familiar componentry to this third generation quarrying company.

"We certainly want something that is reliable and while this is one of the first Terex TR60's around we were comfortable with the drive line particularly the Cummins engine and the Allison transmission which we are basically running in our existing trucks," Quarry Manager Wayne Deken said.

"We are also impressed with the operators cabin which is spacious and includes a full size additional seat for training, has plenty of room for us to fit a reversing camera and radio unit while the operator's seat also has a four point harness seatbelt."

Northern Quarries commitment to achieving the right specification includes a range of modifications - including fitment of an Australian Standards approved ROPS to further heighten safety performance. Working in conjunction with Victorian Construction Equipment, modifications included having the tyre specification changed to a brand and pattern of Northern Quarries selection (a proven hard wearing pattern) and extra lining plates added to the body in preparation for the hard rock haulage task.

Modifications were also made to access steps and handrails to fit Northern Quarries rigorous safety criteria. "We also modified access to the fuel tank by fitting hand rails and a fold out step so refuelling is easier for operators," Wayne Deken said.

The engine was further guarded to reduce nip points, while a range of lights, warning alarms, isolation switches, cameras and decals detailing oil and fluid grades were added.

"Terex also provided 'hand-over induction training' for all our operators over a two day period," Mr Deken said. "We also had the opportunity to make a short video of the program with Terex's trainer which we can use for future reference."

While it is early days in what is expected to be a long life span, the Terex TR60 performance is making its mark at the outer



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Melbourne quarry. Working daily 10-hour shifts and matched well to the company's WA600-6 loader, the Terex TR60 body has a unique horizontal floor for improved fill and discharge performance and features a large target area for ease of loading.

The Terex TR60's low loading height offers Northern increased flexibility as it allows the option of loading with a sales loader as well as the face loader. The one-piece longitudinal 'V' floor offers improved rigidity but also a low centre of gravity for better stability and ride comfort. Featuring a uniform depth from front to rear the Terex TR60 body provides a better match for wider bucket front-end loaders than typical wedge shaped bodies.

"We haven't analysed its fuel economy as yet," Wayne Deken said, "but it is running the same capacity 19 litre engine as is in our 40 tonne truck and we expect it to offer a per tonne fuel saving compared to that older style truck."

The Terex TR60's dual mode retardation system that allows retardation from either the transmission or rear wheel multiple oil-cooled disc brakes has also made its mark in the short time in service. "It is certainly a feature we have been impressed with," Mr Deken said. "It is used for maintaining



Terex TR60 Haul Truck

ground speed so you don't overspeed the engine when it is loaded on downhill grades – you've got the option to select either retarder according to the driving conditions."


For operators, the ride comfort is paramount. Shifts are made all the more manageable as a result of an operator's environment described by Northern Quarries as "impressive". Ensuring excellent driveability is the independent front wheel suspension, independent steering unit delivering uniform

touch regardless of speed and combining to offer an impressive 9.5 metre turning radius.

"The operators are also very happy with it – it's got a very good ride and is certainly a lot smoother than our older vehicles," Mr Deken said. "We're highly satisfied at the moment." While it is early days in what is planned to be a long haul, Northern Quarries new Terex TR60 is ticking all the boxes. ■

For further information please contact Shayne Morrall on (03) 8339 4705.

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# THE 2010 BENDIGO RSPT RALLY



## A Victory to Commonsense

***With the Resources Super Profit Tax (RSPT) behind us, following is a history of the events which occurred during May and June 2010 focusing on the Bendigo Rally and a selection of personal observations. The result of these efforts has seen an increased interest in membership and a greater public awareness.***

Clearly, it is the Association's opinion that we were drawn into this issue with little thought by the government for justifying the inclusion of quarries with mining under the proposed Resources Super Profits Tax (RSPT). It was clear from the start that the Henry review, and Treasury modelling documentation had us exempted and there was and still is no evidence of any modelling being undertaken and presented to us by the government on the impact that this would have upon our customers and our businesses.

Had the government undertaken industry specific modelling initially, they would have very quickly come to the understanding that capturing the extractive sector was impractical and could only put pricing pressure upon construction activity throughout the whole economy.

The association moved as quickly as it possibly could once it understood that there was no clear definition or understanding within the government's mind as to who would be captured by the non-renewable resource definition with an email enquiry sent to Treasury on May 4 seeking a definition of non-renewable resources particularly low value resources.

Treasury's reply to the CMPA on May 6 indicated that "in relation to marginal low-value projects, it is important that they are included in the RSPT scheme, as these projects are likely to benefit the most from a switch from a royalty regime to the RSPT". It was following this response and the comments coming from industry and media that the CMPA realised it had a significant issue to address.

# THE 2010 BENDIGO RSPT RALLY

Following discussions with the Management Committee, a meeting was called for and held at the CMPA office in Kilmore on May 20 to commence formulating a position. This meeting was attended by representatives of the CMPA, including quarry owners and Management Committee Members Ron Kerr, Tim Bird and Garry Cranny; CMPA Treasurer and valuer Robin Hocking, CMPA accountant John Pititto from Mead Partners and CMPA Administration Officer Gavin Moreira. Also in attendance were two Liberal Party candidates, Cameron Caine from the Federal Seat of McKwen and Craig Hunter from the Federal Seat of Bendigo.

From this meeting, the first official letter to Members which was released on May 26. This letter became the foundation stone for CMPA's position throughout the campaign.

## MODELLING THE RSPT

One outcome of the May 20 meeting was an agreement that it was essential to establish the impact that the RSPT would have upon the Member's family businesses. It quickly became evident that a single short-run scenario could not account for the long lag time, and that it was not a case of 'one size fits all'.

**FIGURE 1 – Assumptions used for models**

PARAMETER	INPUT
Project Type:	Hard Rock Quarry
RSPT Taxing Point:	Quarry Gate
Average unit rate as at May 2010:	\$15.00
Average unit rate increase per year:	3.5%
Output for site (tonnes per year):	300,000
Rate of increase of production:	1.7%
State Royalties payable:	\$ –
Direct expenditure (operating costs) as a % of gross income~:	55.0%
Indirect expense (non-operating) costs as a % of gross income:	10.0%
3rd party re-evaluation of assets as at May 2010*:	\$5,600,000
Estimated ongoing annual capital expenditure^:	\$420,000
Ongoing capital purchased under finance:	90%
Cost of finance:	21.0%
Expected rate of increase of capital expenditure:	2.5%

~ excluding royalties, depreciation and interest  
 \* excluding land and buildings  
 ^ capital required to maintain productivity, environmental and safety outcomes, excludes capital invested into developing business

Accordingly it was necessary to establish a flexible model over a longer time period to give a clear and concise message that could be released in a public arena and applied to any individual site.

The CMPA engaged Tom Kerr of Conundrum Holdings to develop a model clearly illustrating the impact that this tax would have upon our members' long term profitability, after tax earnings and net cash flows.

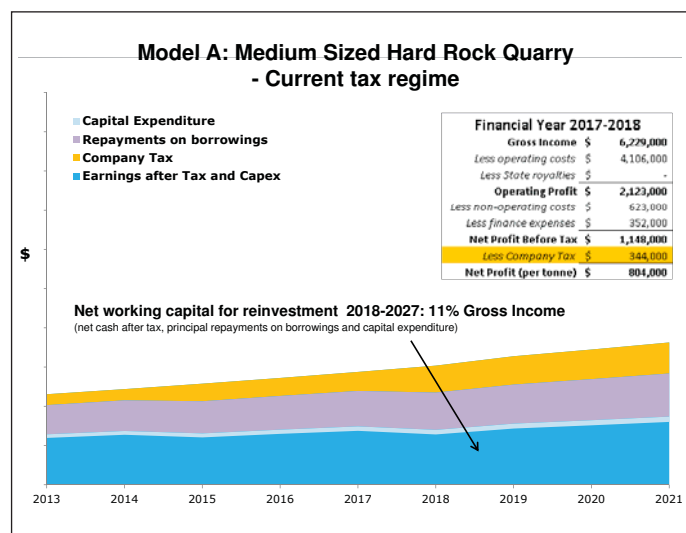
The modelling was initially developed to capture a 15 year period for an extractive business and took into account the size and turnover of the operation, the capital outlay (including initial and ongoing investment), historical pricing and operation growth trends, the amount (if any) of state royalties paid, the financing costs, the taxing point and deductible versus non-deductible expenditure in terms of the RSPT (see Figure 1).

In order to survive in such a competitive and capital intensive industry as ours it is imperative that our businesses are able to retain cash from after tax earnings for re-investment into the operation.

Models A to C show the modelled outcome for a mid-sized hard rock quarry not currently paying state royalties. Our modelling clearly showed that should this new tax have been forced upon our industry, our after tax earnings would have been slashed by up to 82% and our effective tax rates could have jumped from the current 30% to around 78%. These effects would have had dire consequences for our industry and resulted in a financial impost upon the community through a 20% increase in unit rates.

With such a high and unequitable tax burden, members would have struggled to maintain their company cars and office equipment let alone maintaining their crushing plants and heavy mobile equipment in line with current technology and legislative pressures. It is as though those advocating the inclusion of our sector had absolutely no idea of the capital intensive nature of our business and how competitively it performs in the marketplace.

## MODEL A – Current tax regime







Trucks lined up in military style at the showgrounds

As an industry our businesses are continuously forced to operate extremely efficiently in order to survive, this fact was obviously not understood or given due regard by those proposing that our sector be considered for inclusion in the tax.

The CMPA modelling was developed with the assistance of Trevor Chapman from Watco Partners and reviewed by John Pititto from Mead Partners and others within our industry before being independently reviewed for technical accuracy by Pitcher Partners.

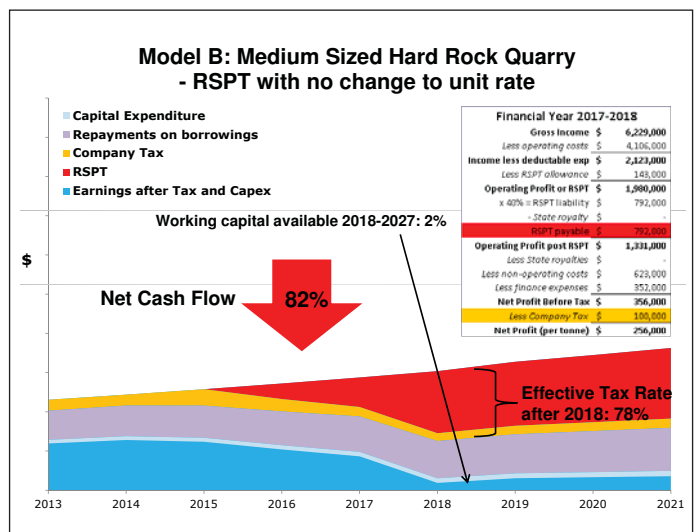
**HOW THE RALLY CAME ABOUT**

Following the meeting in Kilmore on 20 May, the two candidates that had attended were offered CMPA support. This was conditional in that the candidate had to identify and contact Work Authority holders within their regions, and had to organise their own briefing session.

It is to the credit of Craig Hunter, the federal candidate for Bendigo that he seized the opportunity and he and his campaign team contacted Work Authority holders in their electorate. This received an excellent response and in excess of twenty people attended a breakfast meeting on 11 June at Rotary Flat. The feeling of the meeting was that the industry needed to highlight its concerns quickly and the impact this proposal would have upon the wider community.

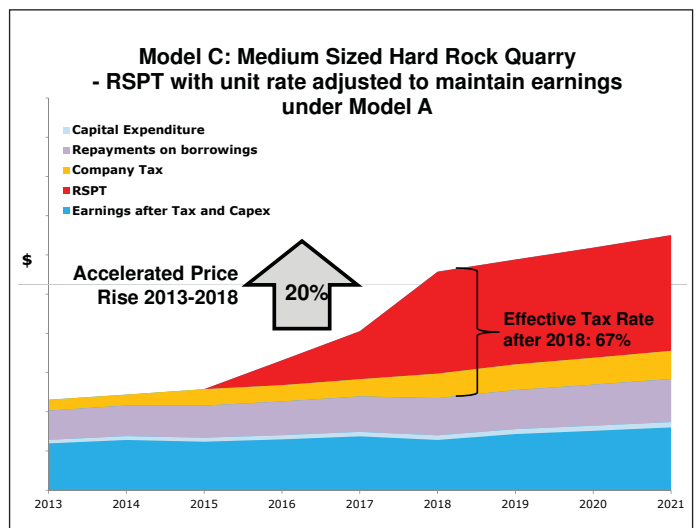
A motion was moved by Ian McClure of Bendigo Washed Sands, that something more substantial be done, and that consideration is given to a truck rally.

This was relayed to the CMPA who accepted the challenge and preparations were commenced on that day. From the CMPA’s perspective, with the public holiday on June 14, planning couldn’t commence until June 15.



MODEL B (above) – RSPT with no change to unit rate

MODEL C (below) – RSPT with unit rate adjusted to maintain earnings



# THE 2010 BENDIGO RSPT RALLY

## CALL TO ARMS

The commitment of the Association was displayed through the organisation of Members being called to arms at very short notice to bring forward their plant and equipment in a military like performance. This commitment is reflected in the honour role showing those who were part of the rally or attended the briefing that followed (see pg 20-21).

In excess of 7,000km were collectively travelled to get to the rally, with an estimated cost of \$91,000 in lost trucking costs alone (i.e. standard daily income of \$1,300 per truck over 70 trucks). The professionalism and pride that was demonstrated on the day by those participating was impeccable.

## THE CHALLENGE OF COMMUNICATION

With only three days (June 15 to 17) to effectively organise a rally and contact Members, this was as challenging as being granted a new Work Authority within one year of application!

The organisation of the rally and the local media coverage at Bendigo was undertaken by the Association's Chairperson, Tim Bird, his family and staff of Allstone Quarries. The decision to organise the rally from Bendigo's Prince of Wales Showgrounds was seen as the correct one within 15 minutes of the gates opening for the rally a column of trucks and assorted vehicles arrived for marshalling. His foresight in organising a light plane was foiled by fog and low cloud cover.

Julie Millowick, Lecturer In Charge of Photojournalism at LaTrobe University, organised her six photographers to position themselves along the route to record history taking place. Topping this off was the subtle details like the coffee machine lady supporting the protestors, the white lining for transport parking, the organisation of the hall including audio visual for presentations following the rally, the distribution of media releases, and the call to arms made to all members.



RSPT Signage used on vehicles in the rally

Developing media releases was undertaken by Tom McKenny from Industri Communications. The support, guidance and wisdom given in crafting our approach to the media and our media releases throughout the whole period was greatly appreciated.

The clear and concise messages reflected in their reading, dated:

- June 7 ('The Construction Materials Industry Demands Answers on Super Profits Tax'),
- June 16 ('Construction Materials Industry Rallies Against Super Profits Tax'),
- June 24 ('Time Bomb in RSPT on Quarrying'), and
- July 2 ('Commons Sense Prevails in MRRT').

Thanks are also extended to Di Rule for her early guidance and opinions on undertaking in a media and rally campaign.

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Appropriate signage was essential to the success of the rally. Prepared by Paul Taylor from Super Signs Australia with only 24 hours notice was a display of our Associates' commitment. Work started on June 16 with discussions on designing a logo and wording for the signs, taking into consideration the mounting difficulties and being conscious of cost.

Waffle board and stickers were the final outcome with over 200 signs being made. Works were undertaken in the evenings between six and eleven at night on the Wednesday with a truck and trailer from SBI Cranbourne Quarries, driven by Paul Williams, picking up the signs at 6.30pm on Thursday June 17 from Frankston for delivery to Bendigo the next morning.

A comment was passed by Paul Taylor that he had never seen a truck and trailer combination enter his street for a pick up or delivery before, this area was the domain of very small vehicles and even they had difficulties managing access.

Many of these signs are depicted on the cars and trucks in the photos throughout this story.

## WORKING WITH THE MEDIA

There was extensive regional media coverage leading up to and following the event in the press, on television and radio. This resulted in numerous interviews being undertaken by local and regional papers (Bendigo Advertiser, Midland Express, Weekly Times), television (WIN news for Ballarat and Bendigo) and the ABC

### Truck drivers in Pre-rally line up



### The commencement of the convoy of trucks

(particularly the Ballarat, Bendigo and Mildura stations). News of the rally reached Melbourne audiences through both ABC's and Channel 7's evening news programs, and 3AW's drive program.

The event provided the opportunity for the association and its members to engage with all forms of media. We quickly developed the skill of transforming facts to provide focused, relevant, articulate information that was news worthy. A particularly noteworthy example is the letter to the editor written jointly by Glenn Guest, Doug Hansford and David Horner of Pyrenees Quarries and Vin Oliver of Mount Granite Quarries which was published in the Midland Express on June 29.

Those listening for the first time ever were starting to understand that the sector served the wider community on a daily basis through meeting their needs through the supply of sand, stone and other products and that they are an essential service.

Many CMPA Members conducted interviews with their local media outlets and letters were sent to prominent journalists. Other members sent letters and met with Federal Members, particularly in the opposition.

Although we have not listed all participants, we greatly appreciated their efforts with particular thanks going to Tim Bird.

## Honour Roll

*The CMPA Management Committee, Secretariat and every Member of the Association would like to pass on their sincere thanks for your personal commitment in attending the CMPA RSPT Rally.*

*This was a watershed event and something you should be extremely proud of in that it will be remembered in our industries pictorials and written history. It was an event which will stand the CMPA in good stead over the years to come when negotiating our concerns with government on issues affecting our sector.*

*If there are any names missing from the register, please let us know as we are confident at least 20 participating vehicles have not been recorded. The professionalism and pride that was demonstrated on the day by those participating was impeccable.*

### CONVOY LIST

Below is a list of the companies and vehicle types that participated in the 2010 Bendigo RSPT Rally:

Adornato Sand & Gravel Supplies	T&T	Castlemaine Slate	Truck	Leech Earthmoving	T&T
Adornato Sand & Gravel Supplies	T&T	Chris Ryan Earthmoving	T&T	Leech Earthmoving	T&T
Aidan J Graham Pty Ltd	Car	CMPA	Car	Leech Earthmoving	T&T
Aidan J Graham Pty Ltd	Car	CMPA	Car	Local Mix Concrete	T&T
Aidan J Graham Pty Ltd	T&T	Conundrum Holdings Pty Ltd	Ute	Malcom McClure	Truck
Aidan J Graham Pty Ltd	T&T	Coopers Mining	Car	Mansfield Constructions	TN Float
Allstone Quarries	T&T	Coragulac Quarries	Ute	Mawsons Concrete	Truck
Allstone Quarries	T&T	Coragulac Quarries	Ute	Mawsons Concrete	Truck
Allstone Quarries	T&T	Cranbourne Quarries	T&T	Mclean Quarries	Ute
Allstone Quarries	Truck	DJ & JM Fitt	T&T	Mclean Quarries	Ute
Allstone Quarries	Car	DJ & JM Fitt	T&T	Moe Mix	T&T
Allstone Quarries	Car	E. B. Mawson & Sons Pty Ltd	Car	Mt Granite Quarries	Ute
Allstone Quarries	Car	Earthmoving Industry Engineering	Ute	Mt Granite Quarries	Ute
Ashley Institute of Training	Car	Echuca Mini Mix & Garden Supplies	T&T	Northern Quarries	Truck
Axedale Sand & Gravel	T&T	Eclay	T&T	Northern Quarries	Ute
Axedale Sand & Gravel	T&T	Epsom Sand & Soil	Truck	Northern Quarries	Ute
Axedale Sand & Gravel	T&T	Epsom Sand & Soil	T&T	Orica	Car
Axedale Sand & Gravel	T&T	Epsom Sand & Soil	T&T	Pyrenes Quarries	Ute
Axedale Sand & Gravel	Truck	Epsom Sand & Soil	T&T	Pyrenes Quarries	Ute
Barro Group	Car	Ewen McDonald	Car	Pyrenes Quarries	Ute
Baxters Concrete	Truck	Ewen McDonald	Car	Pyrenes Quarries	Truck
Bendigo Washed Sands	T&T	Galli Quarries	T&T	Q & M Engineering Pty Ltd	Car
Bendigo Washed Sands	T&T	Galli Quarries	T&T	QME	T&T
Border Lime	T&T	Geelong Lime	T&T	QME	T&T
Burdett Sands	T&T	GEM Quarries	Ute	Redstone Crushing & Plant Hire	Ute
Burdett Sands	T&T	GEM Quarries	Ute	SBI Cranbourne	T&T
Burdett Sands	T&T	Goulburn Valley Resources	Truck	Tatura Sands	Car
Burdett Sands	T&T	Gread Contractors	T&T	Tatura Sands	Car
Calcimo Lime & Fertiliser	B Double	Greater City Tyres	Truck	Terex Jacques	Car
Casacir	Car	Gumle Gypsum	Truck	Tutts Haulage	T&T
Casacir	Car	Gypsum Australia	Car	Walsh Ballarat Quarries	Truck
Castella Quarries	Ute	Gypsum Australia	Car	Walsh Quarries	Ute
		Hoare Brothers	Truck	Walsh Quarries	Ute
		Jennings	T&T	Walsh Quarries	Car
		Jindvick Quarry	T&T Quad Dog	Wimmix	Truck
		K & RJ Matthews Quarries	Ute	Yarra Valley Quarries	Car
		K & RJ Matthews Quarries	Ute	Yarra Valley Quarries	Car

## MEETING LIST

Below is a list of the people who attended the 2010 Bendigo RSPT Rally Meeting:

Craig Beer	Adornato Sand & Gravel Supplies	Peter Elvey	E Clay
Frank Commisso	Adornato Sand & Gravel Supplies	Adrian Mason	Earthmoving Industry Engineering Pty Ltd
Anthony Graham	Aidan J Graham Pty Ltd	Ron Myers	Echuca Mini Mix & Garden Supplies
Brad Gracie	Allstone Quarries	Colin Popple	Epsom Sand & Soil
Graham Bird	Allstone Quarries	David Drake	Epsom Sand & Soil
Keith Bell	Allstone Quarries	Greg Morris	Epsom Sand & Soil
M Bird	Allstone Quarries	Terry Whittli	Epsom Sand & Soil
Paul Rohan	Allstone Quarries	M Combridge	Galli Quarries
Ray McNamara	Allstone Quarries	Terry Swanborough	Galli Quarries
Rick Jones	Allstone Quarries	Tom McCann	Geelong Lime
Wes Bird	Allstone Quarries	Walter Gianarelli	Goulburn Valley Resources
Ashley Cox	Ashley Institute of Training	Joe Pirota	Gypsum Australia
Bernie Schrieler	Axedale Sand & Gravel	Chris Johnson	Hoare Brothers
Brendan Hudson	Axedale Sand & Gravel	Nick Handley	Jindivick Quarry
Brett Chapman	Axedale Sand & Gravel	Rob Matthews	K & RJ Matthews Quarries
M Daykin	Axedale Sand & Gravel	Lloyd Harris	Kennedy Haulage
Tony Svanosco	Axedale Sand & Gravel	R McRau	Kennedy Morwell
Peter Barro	Barro Group	Chris Waddington	Leech Earthmoving
Brendan Baxter	Baxters Concrete	Martin Williams	Leech Earthmoving
M Emmitt	Bendigo Sand Supplies	Peter Bowe	Leech Earthmoving
Ron Youl	Bendigo Sand Supplies	Craig Hunter	Liberal Party, Federal Seat of Bendigo
Allan Anderson	Bendigo Washed Sands	Mark Horan	Local Mix Concrete
Ian McClure	Bendigo Washed Sands	Bruce McClure	McClure Enterprises
Terry Smith	Bendigo Washed Sands	Bob and Roma McLean	Mcleans Quarries
Andrew Burdett	Burdett Sands	Brent Oliver	Mount Granite Quarries
Charlie Leggett	Burdett Sands	Vin Oliver	Mount Granite Quarries
Geoff Noble	Burdett Sands	Michael Cummins	National Gypsum Miners Association
Stuart Tabris	Burdett Sands	Bill Gourley	Neerim South Quarries
David Jeffery	Casacir	Stuart Bradford	Northern Quarries
Drew Phillips	Castella Quarries	Tony Tamburro	Northern Quarries
Chris Ryan	Chris Ryan Earthmoving	Frank Santoro	Orica
Adrian Town	CMPA	Shaun Den-Barker	Petromech
Gavin Moreira	CMPA	Glenn Guest	Pyrenes Quarries
Ron Kerr	CMPA	K Smith	QME
Mark Wagner	Conundrum Holdings Pty Ltd	R Taylor	QME
Tom Kerr	Conundrum Holdings Pty Ltd	Bruce Motton	SBI Cranbourne
Brendan Cooper	Coopers Minerals	Simon McClure	Simon McClure Earthmoving
Phil Boyd	Coragulac Quarries	John Flynn	Terex Jacques
Steve Lang	Coragulac Quarries	Bob Tuttleby	Tutts Haulage
Lyndon Bird	Cunneen	Peter McClusky	VLPA & National Aglime Association
Kevin Fitt	DJ & JM Fitt	Adam Whiting	Walsh Ballarat Quarries
Mick Elvey	DJ & JM Fitt	Luke Walsh	Walsh Ballarat Quarries
		Raymond Walsh	Walsh Ballarat Quarries
		Trevor Chapman	Watco Partners
		John St Clair	Winmix
		Colin Pendlebury	WJ & TV Gread
		Mark Cranny	Yarra Valley Quarries

## REGIONAL COMMENTS

The night prior to the rally saw many preparing their vehicles for the trip to Bendigo. One example was that of Geelong Lime, from the Melbourne region, who were up till midnight putting lights and mudflaps onto the vehicle to ensure it was roadworthy. The '79 Kenworth and its unloved 36,000Ltr aluminium tanker covered in signage left Geelong at 8am for the trip to Bendigo arriving 3 hours later. Tom McCann said after the meeting, 'The day provided an absolutely excellent display of small to medium business that had seen the impact this ill-thought tax would have upon their businesses'.



**Geelong Lime Truck**

David Jefferies from Casacir was one of the Gippsland region who made the trip to Bendigo (via Deer Park). One of his Kenworth 408SAR, 550hp trucks and trailers made the 8 hour round trip. David said he was more than impressed with the day's events and that the industry should be proud of their organisation.

A significant contingent of four truck and trailers was in attendance from Burdett Sands, from the Melbourne region, including one being driven by Andrew Burdett himself. After leaving their yard at 6.30am they headed to Bendigo via Deer Park. Upon arrival at Bendigo these drivers in particular were seen polishing their chrome. They headed home via Seymour returning at 6.30pm. Placards were displayed on the entire journey home. A total of 1,100 litres of fuel was used on the trip. Andrew said there was a necessity to show solidarity against the proposed tax.

Steve Bell from Mansfield Constructions, from the North-East region, also made a huge effort floating a brand new Hyundai 770 loader across from Mansfield. Unfortunately unless willing to cover the cost of any torn tram lines (last time costing \$22,000); at over 4.5m it was unable to fit along the route. Discretion and good quarry sense saw



**A Burdett Sands driver polishing his truck**

the loader left at the showgrounds. Steve commented that the day was extremely important and warranted the time committed.

Bob Ferguson from Morree Quarries, from the South West region, made the three hour trip from Harrow to



**Mansfield Constructions new Hyundai 770 loader**

attend the rally. Bob said, "The [RSPT] is an issue of great importance, and as such we were happy to support and participate in the day's activities. Our thanks go to those who organised the rally for the industry".

John Mawson from Mawsons, one of the North West contingent, had several vehicles including concrete agitators attend the rally. "We were glad to participate and be part of the industries display of solidarity. It was essential to alert the federal government to the potential damage that such a wide based tax can do to the quarrying and broader construction industry; it would have affected the affordability of housing and infrastructure very significantly. The rally improved awareness greatly and helped the government reach a more sensible approach to tax in the mining industry", John stated.

## THE RALLY

On arrival the drivers registered and positioned themselves in the marshalling area, separating their vehicles with just enough space to move between them.

There were four persons charged with the roles of coordinators, having white hats given to them, and this was overseen by Ashley Cox. Ashley, representing Ashley Institute of Training formally an AWU organiser, was the primary coordinator aptly picked for his towering presence and rugged presentation. With megaphone in hand he was truly in his element.

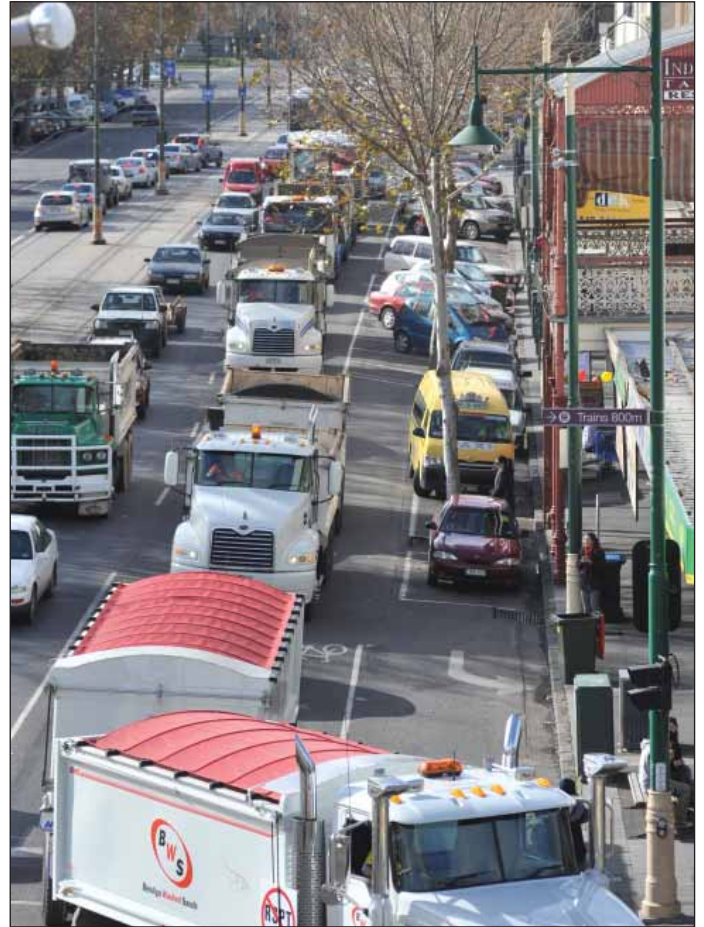
In perfect lines of twenty one trucks abreast and four rows deep waiting to move off, placing placards and proudly inspecting the full array of transport vehicles that were assembled.

The local Liberal Federal candidate Craig Hunter and the Liberal Shadow Environmental Minister Greg Hunt addressed the assembly before it took off wishing success and pledging their support for small to medium businesses.

The sitting member for Bendigo, Steve Gibbons, watched the rally as the column moved past his office for over of an hour and a half made up of maintenance vehicles, gypsum carriers, lime distributors, tray trucks, cars, floats, tankers, concrete agitators and truck and trailer combinations.

Bob McLean from St Arnaud in the excitement locked his keys into the car and was worrying he would miss moving off in the rally. His wife and blue heeler were standing by the vehicle as we started to move off. A coat hanger was brought in, and the rally was joined. Bob and his dog made it onto the telly for the first time in his life. Since returning from Bendigo, Bob has become a celebrity in St Arnaud!

**Liberal Shadow Environmental Minister Greg Hunt, Nick Handley from Jindivick Quarry and Liberal Federal candidate Craig Hunter**



**Truck convoy rolls through the streets of Bendigo**

People were called to order by Ashley and the column moved off on time at noon not returning until 1.30pm.

The transport column was lead off by a single axle two tonne Isuzu tip truck with a life size fibreglass Murray Gray bull with the following slogan draped over its back, "K-Rudd Your Visions and Revolutions = 40%. Bull Tax". Goulburn Valley Resources' Wally Gianarelli came bringing a bit of humour but he understood the serious side of the day. Even the sign writer could see both the seriousness and the humour behind the policy.

As an observer, you could only be in awe of the transport column as it stretched 2km wrapping itself around the central area of Bendigo with its head catching its tail at the intersection of the Midland Highway and the McIvor Highway, as highlighted below. The local Win News reported in its lead story that evening the column consisted of in excess of 100 quarry trucks filling the streets of Bendigo. It just goes to show there were many local businesses and late arrivals who attached themselves to the column as it left the showground.

A symbolic gesture by the rally saw samples of products produced in the local area being provided to the sitting member to increase his understanding of the industry. No feedback on these materials have been received or for that matter any comment from any sitting Federal Member from Victoria other than those who attended the rally.

# THE 2010 BENDIGO RSPT RALLY

## RALLY MEETING

On returning to the marshalling area, more than 120 people proceeded to the Exhibition Building in the showground precinct to hear a presentation of the CMPA's position.

The meeting was called to order by Ashley Cox. Tim Bird, our Chairperson, opened the meeting by thanking the Show Society, City of Bendigo, Vic Roads and the Police for their support and understanding.



### Drivers and supporters sign in for the rally meeting

Ron Kerr, CMPA Honorary CEO, presented the Association's statement to those present, key segments are below.

*"This will be forever known as the "2010 Bendigo RSPT Rally" or for short the "Bendigo Rally".*

*Our member's personal feelings and concerns brought about the organising of this rally today which clearly highlights their frustration with the proposed RSPT and the way in which they are being treated by the state.*

*This is an event which has never occurred in our industry before. There is something wrong when so many congregate together in such a short period of time at great expense to themselves. The only similar story of a call to*

*arms was the miners' rebellion at the Eureka Stockade in 1854 where 150 men stood up to the government representative of the day as a result of an oppressive licence fee. History tells us that common sense prevailed in that the fee was abolished.*

*Every person here today is an integral part of a family business an SME – a small to medium enterprise. The back bone of this nation's economy.*

*Our businesses are inter-generational, they are highly capital intensive and each person within these businesses is a skilled practitioner of their craft. They are conscious of the responsibilities they have to uphold within their local communities from the services they provide through to the impact they have on their environment.*

*Every person here through their attendance today has shown a deep personal commitment to their industry, their local community and their fellow CMPA members.*

*Every person here wonders how their business has been drawn into the RSPT debate. They are all competing to provide services to their local community in an extremely competitive environment. They are running on the smell of an oily rag. Their business will not be able to absorb the projected increase in taxation without lifting their prices above 26%. This will have profound impacts on all the customers we serve. This will reduce the volumes of material sold to only further exacerbate the profitability of each of the individual members businesses.*

*This tax is not stronger. This tax is not fairer. This tax is not simpler.*

*This tax will bring exemptions to some in our sector. Financially advantaging those who are not extracting from crown land. Giving advantage to others who are processing resources which are difficult to trace. Creating a need to minimise its impact within our business accounts. Creating another set of accounts to manage. Giving the stronger businesses an advantage over the smaller operators.*

*How is any of this stronger? How is any of this fairer? How is any of this simpler?"*

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## Presentations at the Exhibition Building

Tom Kerr and Trevor Chapman then continued the meeting with the presentation of a 15-year model that had not yet been third party accredited, but the information presented stood the test of time. The final, third party approved model was subsequently provided to all Federal Members on 24 June.

## SUMMARY TIMELINE

Some of the key media presentations and events that occurred during the RSPT campaign are listed below. The interviews were made available to members in electronic format (and remain available from the CMPA).

**17 June** – CMPA spokesperson, Ron Kerr, interviewed by ABC outlining key issues

**18 June** – Rally held, CMPA model released & CMPA interviewed by numerous media outlets

**4.40pm 18 June** – Ron interviewed by 3AW Melbourne discussing concerns from rally

**5.20pm 18 June** – Ron interviewed by ABC discussing concerns from rally

**5.20pm 23 June** – Martin Ferguson replied to 18 June ABC interview (unavailable for comment at earlier date)

**9pm 23 June** – Kevin Rudd challenged

**9am 24 June** – Julia Gillard appointed PM

**9am 2 July** – RSPT vastly changed and renamed to MRRT excluding low value resources (i.e. quarries)

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# THE 2010 BENDIGO RSPT RALLY



## Concluding Comments

*We collectively showed the wider community that we professionally manage a significant sector of the economy; we are essential to it and have shown we are skilled and articulate in relaying our industry's message. We do underestimate the total impact that our industry has upon the state's economy. It clearly isn't just 3,000 employees.*

*We will have to keep a close eye on the electoral campaign policies and the period following to ensure a similar tax is not re-introduced.*

*The action we took will not be forgotten by those in Canberra, and showed if you stand up and fight for what you believe in, things can be changed.*



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# DPI Update

JOHN MITAS, General Manager Minerals and Extractive Operations reports on the Code of Practice for Small Quarries.

THE “Code of Practice for Small Quarries” (the Code) has been made under the Mineral Resources (Sustainable Development) Act 1990 (the Act) and is now in operation.

The Code sets out minimum standards and provides practical guidance for extractive industry Work Authority holders exempted from work plan requirements under section 77G of the Act. Public consultation took place during the development of the Code. The various submissions received during the consultation period were carefully considered before the Code was made.

Copies of the Code can be obtained online or by telephoning the DPI Information Centre on 03 9658 4440 between the hours of 9.00 am and 5.00 pm. Hard copies of the Code can also be obtained from the principal DPI offices in Melbourne, Ballarat, Bendigo, Benalla and Traralgon

The code can also be accessed on the DPI website at the following website links:

- <http://new.dpi.vic.gov.au/earth-resources/earth-resources-industries/extractive/extractive-industry-requirements>
- <http://new.dpi.vic.gov.au/earth-resources/whats-new/code-of-practice-for-small-quarries>

Under section 77G(2) of the Act, a person who proposes to apply for an extractive industry work authority to carry out an extractive industry is not required to lodge a work plan where:

- The extractive industry is to be carried out on land that has an area of less than five hectares and a depth of less than five metres; and
- The extractive industry does not require blasting or the clearing of native vegetation
- Unless the Minister declares, in writing, that the applicant must lodge a work plan.
- Where, by the operation of section 77G(2), a work plan is not required, the applicant must instead operate in accordance with the Code. ■

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This is a hands-on leadership role requiring the successful candidate to be capable of facilitating and driving change through proactive people management, motivation and training. You will have an extractive industries or other relevant qualification supported by a detailed knowledge and understanding of quarry operations, maintenance of plant and equipment and of all related legislation and standards.

This position offers considerable challenge, opportunity and reward with a well established and successful Australian company. Reasonable relocation expenses will apply for interstate and regional applicants.

Please email your application to [whp9@bigpond.com](mailto:whp9@bigpond.com) (in Word format)  
or telephone Bill Pemberton on 0409 310512.

# VLPA Update

PETER MCCLUSKEY from the Victoria Limestone Producers Association reports on the impacts of the RSPT.

THE Resources Super Profits Tax (RSPT) is the big issue at the moment we are liaising with other industry associations including CMPA, National Aglime Association and Limestone Association of Australia regularly to achieve maximum impact with our opposition to the tax.

In short if applied to extractive industries, it would be a tax not only on us but the whole economy when the Government is asserting that by collecting a tax on extractives it would improve economic welfare.

VLPA was represented by Trevor Tovey and Peter McCluskey at the Treasury consultation seminar in Melbourne on 31 May. Peter had a one on one meeting with Treasury later in the day to explain our position in detail, how the industry is structured and how State regulations apply in Victoria.

Significant points of interest to come out of VLPA's questions on the day were that extractive products were added in post-Henry due to the possibility of price spikes in these minerals such as occurs with gold, coal and iron ore. As shown in our submission it would be such an unlikely happening it should not be entertained. Also it was apparent the effect on the CPI of extractives being included has not been demonstrated at government level.

The main points of the VLPA submission to the Treasury consultation panel are reproduced below.

Limestone for agricultural application is a natural product mined, quarried, processed and almost totally consumed domestically mainly as a soil conditioner to combat acidic soils which are estimated to be costing \$300m annually nationwide in lost agricultural production. Application of lime can improve soil productivity up to 20%.

The VLPA considers a Resources Super Tax (RSPT) would be counterproductive to economic growth for the following reasons if applied to our industry:

- Almost all our industry's production is consumed domestically, hence any additional impost would be passed down the supply chain;

- Our product is not the subject of international price agreements with assured margins such as are large scale mineral exports, but is generally traded in competition in domestic markets and subject to seasonal climatic fluctuations, and hence peaks and troughs in viability over time;
- Favourable taxation treatment of new projects is far from a catalyst to undertaking such projects as many barriers to entry occur at State level including costly drawn out planning processes, infrastructure provisions, regulations and weather restrictions;
- Additional tax on lime is counterproductive to Federal Government expenditure on "Caring For Our Country" program which includes promoting improved soil productivity through greater use of lime.

As highlighted elsewhere in this issue the truck rally in Bendigo was a huge success in drawing attention to the harmful effect on the industry and the community should the RSPT be imposed on the likes of our industry. A number of VLPA members were very visible at the rally with apologies being received from others who were unable to attend.

Stand by for further developments on this issue and hopefully the Government will start to see sense and at least drop extractives off the agenda. ■

For further information contact Peter McCluskey 0408 496 588.



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# OH&S Networking Workshop

A cross section of industry participants recently came together to further understand their role as OH&S Supervisors. CMPA Administration Officer GAVIN MOREIRA reports on the outcomes of the workshop.

OVER 25 people from CMPA member and non member companies, government and unions attended the OH&S Networking Workshop held at William Adams Laverton Training Rooms on Thursday 17th June. The Workshop aimed to establish a networking forum for those involved in health and safety supervision for Victoria. To enhance the understanding of health and safety issues pertaining to health and safety reps and supervisors on site. As well as, identifying common health and safety issues and endeavours to developing workable solutions.

The Workshop commenced with a short word from the sponsor of the day Nick O'Brien, William Adams.

The workshop was facilitated by Sarah Andrew and started with an introduction from attendees who spoke about key work safe issues on their sites.

This was followed by an educational presentation by Mark O'Brien, Inspector from WorkSafe. He provided an overview of the roles of Health and Safety Reps and Supervisors on site, as well as the obligations of employers to elected HSR's.

This was followed by group discussions looking at the identified work safe issues on attendee sites and working towards developing workable solutions for each issue.

A presentation by Percy Pillai, HSR Support Officer of the Australian Workers Union discussed his role and how he can help OH&S Supervisors on site to play an active



Participants at a recent CMPA Workshop

part in making Victorian workplaces safer for employees and employers.

Teams then worked together to identify the positives and negatives for each of the work safe issues and proposed solutions and presented them back to the group.

For example, the Workshop looked at an Internal Traffic Management Plan to improve traffic flow on site and to improve the level of safety for people on foot and in light vehicles. The following is a list to help improve safety:

- Entry point – communicate before entry, induction, site mapping, road widths, bund heights

- Signage – speed limits, driving conditions, clear directions, complies with standards
- Communication – check each person is clear on all information required, 2way / UHF
- Stock Piles – designated holding and loading areas, reloading procedures
- Vehicles – fitted with flashing lights, flags, reverse beepers
- Designated walkways

**Next Step** – Workshop material will be compiled into safety checklists shortly for viewing on the CMPA website. ■



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# Importance of Conveyor Guarding

NEIL KINDER an Associate Member from Kinder and Co Pty Ltd, report on the K-Protector Return Idler Guard.

CONVEYOR guarding is a vital piece of equipment on all installations where it is possible to be classed as a hazard. Conveyor guards do not have to be complicated nor interfere with productivity.

K-Protector Return Idler Guard is a practical and safe solution to provide roller pinch point protection. The guard is designed for convenient access for maintenance and is available to suit all roller diameters and belt widths. It is lightweight and its design allows for easy but safe access for roller change out or cleaning.

The unit is designed to help minimize the potential for injury. The owner/operator should follow safe work practice procedures and never make adjustments to un-locked machinery.

## K-Protector return idler guard perspective



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# Injury while working on Jaw Crusher Spring Assembly

The Department of Employment, Economic Development and Innovation's (QLD) latest safety alert looks at the hazards of working on compressed spring assemblies.

## Incident

A third year apprentice, assisting in the adjustment of the discharge opening of a mobile jaw crusher, was unscrewing the retaining nut on the drawback tension rod and spring assembly when the rod failed catastrophically. This caused the components to fly out with force, striking him on the shoulder, and causing severe bruising and soft tissue injury.

## Cause

Sudden release of potential energy stored in the spring due to a fracture of the drawback tensionrod.

## Comments

In this design, the primary control against the risk of injury from a failure of a drawback tension rod is a U-shaped guard, installed to contain flying components. This guard had been removed while the spring remained in compression.

Initial investigation indicates a possible pre-existing fatigue fracture at the point of failure, which is a potential risk in an application where the rods are subjected to cyclic loading patterns.

The guard was removed to allow a hydraulic tool jig to be applied to compress the spring further, so as to ease the unscrewing of a second nut holding pressure on the spring. When the spring was compressed past the specified range, the risk of failure of the rod may have increased due to the increased stresses, especially if an undetected fatigue crack already existed at the failure point.

The manufacturer's user manual highlights the importance of the rod guard, but does not cover this in the procedure for jaw discharge opening adjustment. The manufacturer has already issued an alert to their clients, intends to improve the contents of the user manual/training material, and investigate design improvements to reduce the likelihood of fatigue related failures. Investigations are continuing to establish all contributory factors to the failure.

## Recommendations

Never remove guards that prevent uncontrolled ejection of components containing stored energy, unless the energy is released or adequately contained. ■

A copy of the Safety Alert can be downloaded from [www.dme.qld.gov.au/mines/safety\\_information\\_bulletins.cfm](http://www.dme.qld.gov.au/mines/safety_information_bulletins.cfm)



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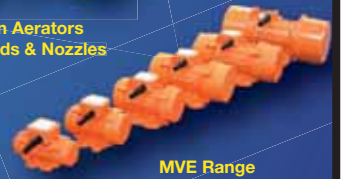
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# Determination of Stockpile Volumes

Landair Surveys, ERIC BIRZULIS discusses how to determine the volume of stockpiles

**M**ANY quarries request surveys at six monthly intervals to determine the volume of stockpiles. They request this information for auditing, stockpile management or valuation purposes.

Auditors can use the surveyed volume of the stockpiles to compare the tonnage of material going over the weighbridge compared to the tonnage of material being output from the plant. The tonnage of material being output may be determined using a conveyor belt scale or a weight belt feeder.

The difference between the tonnages shown at the weighbridge and the plant should be contained in the stockpiles. From the surveyed stockpile volumes, a tonnage may be calculated using the specific gravity of the material.

There are two methods that Landair Surveys uses to determine stockpile volumes; ground survey or aerial survey. The advantages and disadvantages of each method will be discussed below.

## Ground Survey

Surveyors use special GPS receivers to measure the location and levels of the tops and toes of stockpiles and any other changes in grades. This data is recorded electronically to an accuracy of +/-20 millimeters and downloaded directly into survey software at the office. A 3D model of the stockpile is then prepared using the software and a volume is determined. Ground surveying is possible in any weather conditions and at short notice, is more accurate than aerial surveying. Generally results are also available sooner. If there are many stockpiles to measure then the ground survey is time consuming.



Surveyor determining the volume of the stockpiles

## Aerial Survey

Using an airplane, Landair Surveys take vertical overlapping photographs of the stockpiles. These overlapping photos are then brought into photogrammetric software and then 3D models of the stockpiles are prepared and volumes determined. Aerial surveying allows a snapshot of all a quarries stockpiles at a single instant and is an efficient method for stockpile measurement when there are many stockpiles or the quarry is remote.

## Obtaining the best results

Both ground and aerial surveying produce the best results when the stockpiles are smooth. This is because fewer points are required to be measured and it is easier to prepare a 3D model of smooth surfaces.

It is also important to consider the ground surface that the stockpiles sit on. Obviously neither ground nor aerial surveying can measure the ground underneath a stockpile.

A smooth ground surface will allow accurate volume determination whereas if the ground beneath the stockpile is irregular or sits partly on a bench or against an irregular wall, surveyors will need to use a best estimate of what the ground is doing under the stockpile.

Landair Surveys has been performing a wide range of surveys for quarries since 1974 including volume surveys, royalty surveys, marking work authority and extraction limit boundaries, title re-establishments, subdivisions, borehole surveys, quarry mapping, quarry aerial photographs and feature and level surveys. Surveyors have undertaken the CMPA Work Safely training and hold Red Cards. ■

*If you would like to find out more about the surveying services that we offer or have any questions please contact Erik Birzulis on 03 9887 2888 or erik@landair.com.au*



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# New Terex Finlay J-1175 launched in Victoria

Finlay Screening & Crushing launch the new Terex Finlay Mobile Jaw Crusher with independent Pre Screen, reports HAN ALAM, Area Sales Manager Vic/SA/Tas.

**F**INLAY Screening & Crushing Systems have launched the new Terex Finlay mobile jaw crusher into the Victorian market.

The machine is powered by a Cat C 9 Acert 261kw (350hp) water cooled diesel engine, Jaques 42 x 30" inlet opening, hydrostatic drive giving it the ability to reverse crush. The fully hydraulic closed side setting and this reversible option gives the ability to clear blockages subsequently reducing downtime and increasing productivity.

One of the significant features of this machine is the independent pre-screen. This feature allows the screening off fines and other sizes resulting in higher tonnage of crushing the bulk of the rocks in the jaw. The compact design, quick set up time and ease of transport makes the Terex Finlay J-1175 ideal for mining, quarrying, demolition and recycling.

Finlay Screening & Crushing Systems have a whole range of machines on offer including impactors, cone crushers, VSI's, tracked and wheel mounted stockpilers, complete range of tracked screens to service the Victorian market. Service and backup is available locally. The Sales & Technical team is always ready to give advice on the selection of machines if this is required. Coupled



Terex Finlay J-1175 Mobile Jaw Crusher

with the reliability of the machines, parts and service back up, it is hoped that Finlay will keep on contributing to the quarry industry of Victoria. ■

For further information contact Han Alam 0419 673 538.



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# TRAINING & EVENTS

## 2010 ANNUAL GENERAL MEETING AND DINNER

The Secretariat is busy making the final arrangements for the CMPA Annual General Meeting and Dinner. With the CMPA now in its 11th year, let's hope this year's function kicks off the second decade with a bang!

Date: Saturday 21st August

Time: 5.00pm AGM, 6.30 Dinner

Venue: RACV Club,  
501 Bourke Street Melbourne

Onsite accommodation at the RACV Club, Melbourne is available and can be booked by calling 03 9944 8888.

Refer to the CMPA website [www.cmpavic.asn.au](http://www.cmpavic.asn.au) for an up-to-date list of upcoming training courses and events and their relevant booking details.

## CATERPILLAR INSTITUTE (VIC-TAS) TRAINING

**Technical Training** – Tullamarine Campus

- Double Drum Roller - 21st August
- Electronic Technician - 25th August
- Basic Electrical Diagnosis - 26th August

**Operator Training** – Clayton Campus

- ECO Operator - 5th August & 2nd September
- Plant Competency Card - 6th, 30th August, 3rd & 27th September
- Wheel Loader Training - 9th August & 28th September
- Forklift Training - 13th August & 10th September
- Dump Truck Training - 19th August & 9th September
- Construction Induction (White Card) 23rd August
- Grader Training (2 days) - 25th & 26th August
- Traffic Management - 27th August
- Skid Steer Training - 31st August & 30th September
- Excavator Training (2 days) - 16th & 17th September
- Wheel Loader Training - 8th June

For course information visit website [www.caterpillarinstitute.com.au](http://www.caterpillarinstitute.com.au)

To book please contact The Caterpillar Institute (VIC-TAS) by phoning 03 9953 9544 or email [Bezzina\\_Tessa\\_N@cat.com](mailto:Bezzina_Tessa_N@cat.com)



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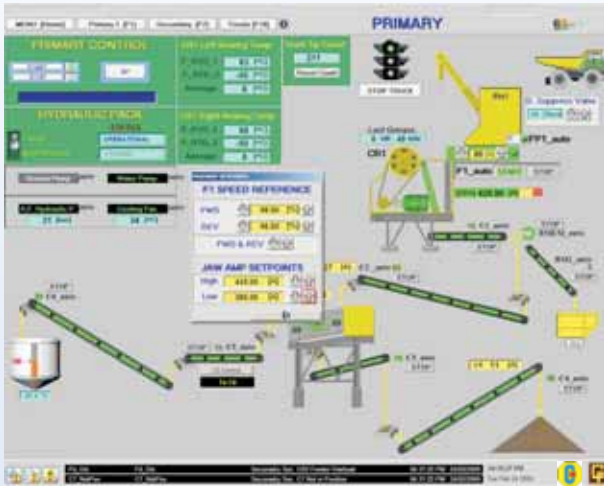
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