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QCoal’s brave decision will breath life back into Glenden

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9th November 2015
MURPHY Pipe & Civil has picked up the rail civil works package for QCoal's Byerwen coal project near Glenden, and the company is expected to announce further details on preferred contractors before the end of this month.

QCoal confirmed the appointment to Shift Miner this week and says they will start building the mine before the year is out.

The decision to push forward with the project - despite the current low coal prices - is a strong endorsement of coal’s future by the company’s owner and rich-lister Chris Wallin.

In a statement to Shift Miner a QCoal spokesperson confirmed the project.

“The first of the mining leases required for the Byerwen Coal Project was granted in April 2015, and construction of stage 1 of the project will commence on this lease later this year,” the spokesperson said.

“Stage 1 of the project is expected to create up to 100 jobs during construction and employ approximately 300 people in operations, and first coal from the Byerwen project is expected in late 2016.

“Final award of contracts for the project is yet to commence, however Murphy Pipe and Civil has been announced as the preferred contractor for the rail civil works package, subject to final commercial arrangements.

“Procurement for rail earthworks, civil earthworks and supply of electrical equipment for the project is already in the secondary stages of the tender process with announcements expected soon.”

At full production, QCoal expects the mine will produce 10 million tonnes of hard coking coal a year and be a major part of their plan to export 20 million tonnes of coal by 2020.

The mine would have a life of at least 50 years depending on what further drilling of the deposit reveals.
Peabody’s amazing cost reductions

The cost of producing coal at Peabody Energy’s Queensland mines has fallen 28 per cent to US$48.11 per tonne in the last three months - and set a new company record.

The embattled US based coal miner, whose shares have fallen 86 per cent in the last 12 months, released the astonishing results in its quarterly statements this week. Despite losing more than $300 million across its whole business in the three months to September, the company says earnings from its Australian mines have increased more than 250 per cent to $34 million - all of which has come through massive cost reductions.

"Nearly $150 million in cost improvements overcame approximately $100 million in lower pricing," Peabody said. "Australian costs per tonne improved 28 per cent to $48.10 - a record low for this platform which includes the benefit of lower currency, fuel rates, productivity improvements, workforce reductions and operational changes implemented in the second quarter.

"Four million tonnes of metallurgical coal averaged US$68.53 per tonne, and three point three million tonnes of export thermal coal averaged US$52.97 per tonne."

Looking to the future, Peabody said further easing of demand in China for steel-making coal had seen the benchmark price for prime hard coking coal fall a further four per cent to $89 - the lowest level since 2004.

Peabody also says India is now the largest global importer of thermal coal, having overtaken China in the last three months. However, despite this achievement, India’s increase in imports of nearly 20 million tonnes has not offset China’s fall in imports of nearly 60 million tonnes, meaning the thermal coal market is unlikely to improve soon.

Peabody says around 80 per cent of metallurgical coal supply is not covering costs at the moment, and they expect seaborne coal supplies to fall 15 million tonnes as a result. "U.S. metallurgical coal exports fell 17 per cent through September and are expected to decline 10 to 15 million tonnes in 2015," Peabody said.

"Cutbacks have accelerated in the seaborne thermal market, particularly in the U.S. and Indonesia, where exports are down 39 per cent and eight per cent, respectively. Peabody expects additional coal production curtailments in response to current prices, and in addition, limited capital spending is anticipated to act as a future supply constraint."

Peabody owns the Burton, Coppabella, Middlemount, Millennium, Morvale and North Goonyella Mines in Central Queensland as well as three mines in NSW.

Grasstree death in court

The Queensland mines inspectorate has completed its investigations into the death of an electrician at the Grasstree mine near Middlemount last year and is now seeking to prosecute the mine’s owner, Anglo American.

Just over 12 months ago, electrician Paul McGuire, who was working underground, was discovered unconscious and taken to the surface around 3 in the afternoon where attempts to revive him were unsuccessful. In a statement made immediately after the accident, Anglo American said the miner was found in a closed area of the mine.

"Preliminary indications suggest the electrician entered a closed area of the underground mine workings and may have been asphyxiated by a noxious atmosphere," a spokesperson told Shift Miner at the time.

The matter will be heard in the Mackay Magistrates Court next Wednesday.

The death is one of six fatalities that occurred in Queensland over the 12 month period from March 2014 to March 2015.

It was the sector’s worst safety performance in nearly 20 years.
Baralaba miners face month of uncertainty

THE community of Baralaba and the hundreds of workers employed by Cockatoo Coal in the area will have to wait another month to find out what the future holds.

As foreshadowed by Shift Miner the first week of October, Cockatoo Coal confirmed that an AUS$81 million bank loan with the ANZ was terminated, leaving Cockatoo with just a month to make arrangements for repaying any outstanding amounts and just four months before the loan is officially terminated next year.

In a written statement, Cockatoo said it was looking at its options.

“Cockatoo has received a notice from ANZ pursuant to which the LC facility will be terminated on the 15th January 2016,” they said.

“The option remains for the company to put to ANZ an alternative restructuring proposal.

“THE company is exploring options for the refinancing of the amounts outstanding under the LC facility and will further update the market with any material developments.”

The announcement capped off a very difficult year for Cockatoo Coal who has struggled to stay viable in the face of plummeting coal prices.

In February, they were forced to massively dilute the value of shares in the company by issuing $125 million worth of new stock at just $0.02 a share, which was 86 per cent less than they were worth before they went into a trading halt in late 2014.

They have also scaled back development plans at their Baralaba expansion project, which involved large redundancies, pausing the construction and delaying the planned ramp-up to full exports of 3.5 Mt a year until 2018.

However, despite all those efforts, both their share and coal prices have continued to deteriorate, forcing the company to recently slash 86 per cent of its head office staff in Brisbane and nearly a quarter of those in Baralaba.

One comment at a time

ADANI might be back to a skeleton staff for its Queensland operations, but it is beefing up its efforts in the public relations war that is being waged over the mine.

In mid-October, the company received re-approval for its Carmichael mine project from the federal government - two months after earlier approval was withdrawn following a successful challenge by environmental groups in court.

However, in a sign that the company is pulling out all stops to try and counter the public relations battle being waged, Adani has adopted the high risk strategy of arguing its case on Facebook.

Before it had released anything to conventional media, and even before it had posted a statement on its own website, Adani once again re-affirmed its commitment to the project.

“The Carmichael mine and North Galilee Basin Rail lie at the heart of Adani’s plans to build a long-term future with Queensland,” Adani said on its Facebook page.

“Today’s announcement of the final federal approval for the Carmichael mine and NGBR by Minister Hunt makes clear that these concerns have been addressed, reflected in rigorous and painstaking conditions.

“It is certainty over the remaining approvals that is now key to the company progressing its plan to deliver mine, rail and port projects in Queensland that will deliver 10,000 direct and indirect jobs, and AUS$22 billion in taxes and royalties to be re-invested back into community services,” they said.

Not surprisingly the announcement has triggered a social media storm with hundreds of comments from both supporters and critics of the project.

Despite some of the comments against the project being expletive laden, Adani seems to be taking a patient approach to selling its plan.

“Hi Carmine, your comment is being deleted because of the language. You are welcome to re-post without the swearing. Thank you for taking the time to share your view,” they responded to one critic.

“Nicole, thank you for the post, we appreciate you sharing your view on an important subject. We disagree with you, and we will be happy to share more information on how water is governed for the refinery,” another responded to a similar comment.

However, not all posts were negative.

“The scare-mongering continues! Pity we can’t stick to the facts it not have to listen to unsubstantiated claims,” one supporter posted.

To have your say, you can click here then follow the links.

Downer “mum” on Blackwater

While the change in operations has been widely mis-reported as a casualisation of the workforce, it nonetheless brought great uncertainty to the 306 permanent, contractor and labour hire workers currently employed in those areas by BMA.

At the time the decision was announced, the Downer group said it was hoping to get most of the people it needed from Blackwater mine’s existing workforce.

“We expect we will need roughly the same amount of people to do the job as are currently employed,” a spokesperson said.

“We are currently in discussions with the existing workforce and their representatives about what opportunities might be available.

“We don’t plan to do a recruitment drive at this stage; although, we will look to employ locals, and it is not our intention to start a fly-in fly-out operation.”

However, just days after saying that, Downer launched a major public recruitment drive for staff to work at Blackwater mine.

Downer advertised online for everything from haul truck drivers and blast crews to electricians, tyre fitters and contract administrators.

Dozens of roles were advertised on a full time basis, with some offering camp accommodations and other roles listed as residential positions.
Terrifying account into dual fatality

A DIFFICULT-to-read report into the loss of two lives in an underground mining accident at a NSW mine last year has concluded the accident was caused by a severe “pressure burst”.

At 9:05 pm on 15 April 2014 at the Austar mine near Cessnock, James Mitchell (49) and Phillip Grant (35) were working alongside a bolter miner and shuttle car to develop a gate road for a future longwall panel when the wall beside them exploded horizontally crushing them under nearly 40 cubic metres of rubble.

The force of the burst was such that the driver of the continuous miner said he was knocked off his feet.

“I had the conveyor still running when I was lifting the head up, just to park the head until the car came back again,” the miner said.

“I started lifting up, and then I flicked the conveyor off.

“As soon as I flicked the conveyor off, that’s when they had this huge pressure bump; it was like hitting a switch.

“It was, like, almost instant at the time I flicked that switch - enormous pressure bump.

“It sort of knocked me back onto the rail and I sort of ducked down, just out of habit, like coal sort of flying down your back and all that sort of stuff.”

The deputy in charge of the crew was driving the shuttle car at the time and describes it like a bomb going off.

“It was like there was an explosion; it was massive,” he said during investigations.

“I was sitting in the shuttle car, and it blew me into the mesh guarding.

“I lost my helmet.

“It was like a split second; it was just that quick and intense.”

When the dust settled and it was realised that the rocks had collapsed through the installed rib supports and that two miners were underneath them, a decision was made by the deputy that a rescue at that point was too dangerous, and they withdrew from the area and raised the alert.

It was another two days before the bodies of both miners could be removed.

Determining the cause of the incident entailed a detailed examination of the nature of the overall geology of the mine and the forces and load distributions at the depth that the mine was operating.

Two experts concluded that the depth of mining (more than 500 metres) and local geology played a large role in the accident.

They also observed that the Greta coal seam they were mining had a long history of “pressure bumps and bursts”.

Union says no change in CQ

A LOCAL official from the region’s biggest mining union, the CFMEU, says a proposed merger with the Maritime Union of Australia (MUA) will have no impact on the regional operations of the union.

The CFMEU’s, Steve Pierce, who is based in Mackay told Shift Miner the rank and file should not be concerned.

“It’s not the first time this has happened; the organisation has been through mergers before.”

Under the deal, all branches of the CFMEU are expected to be incorporated to create a super-union after a ballot of the MUA membership is held at their national conference in February.

MUA National Secretary Paddy Crumlin said the potential merger would create Australia’s most powerful union, which would better serve the membership of both unions.

CFMEU national secretary Michael O’Connor agrees.

“This move will be hugely beneficial to not just the members of the MUA and CFMEU but will lead the way for all working men and women,” he said.

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Mixed week for mega miner

IF you knew nothing about Adani and you walked into their headquarters in Brisbane, you would almost certainly conclude the company was pulling up stumps in Australia.

At least two separate business people who have visited Adani’s Brisbane offices in the last month have told Shift Miner they have been “shocked” by the exodus of people, and the scaling down of operations.

“This is the third time I have been down there in two years, and I couldn’t believe the change; there is hardly anyone there, and all they are saying is that the approvals process has just taken too long,” one businessman said.

“There is just nobody there,” said another. Within 12 months, Adani virtually emptied its once bustling head office, and all work at the proposed mine site in the Galilee has stopped.

For all intents and purposes, it looks like the Galilee dream is over.

Yet, the Adani office remains open on a skeleton staff.

Their media person is still taking calls and updating their Facebook page, and they have said again and again they will move forward with the project when they get all their approvals.

In October, they reached another approval milestone when the State Government lodged the final Environmental Impact Statement with the Commonwealth for dredging and construction works at Abbot Point coal port.

In handing over to the federal government for final sign off, State Development Minister Dr Anthony Lynham said the port was critical to the future of the Galilee.

“Expansion at Abbot Point is a critical piece of the puzzle for development of the Galilee Basin,” he said.

“This is significant progress for the Galilee Basin proponents and the regional communities looking forward to the job opportunities and economic development this project offers.”

In more good news for Adani, the Federal Minister for Resources, Josh Frydenberg, gave in principle - but not financial - support for the project in a presentation to the Resources Industry Network (RIN) in Mackay.

Allan Ruming from Group Engineering said the presentation was well received by the majority of the audience.

“It was a good presentation, and I think the consensus was that he was actually quite open and well informed about the future for coal,” he said.

“At the end of the day, they want to see Adani go ahead and not be unreasonably stalled.

“We need something like Adani to get moving, to get everything moving forward in the Galilee Basin.

“Adani have really scaled back their operations and they pretty much just have their compliance guys working now.

“But I think it’s a strategic decision; they know they still have to get all the approvals and jump through the hoops, and that’s probably 12 to 18 months away.”

The Federal Environment Minister had just over a month to make a decision on the Abbot Point EIS.

The upside of the downturn

had decided to move back out here from Rockhampton, because it was so much cheaper to live.

“They settled in Rockhampton at the height of the boom, but they said it never felt like home.

“The other couple were retired and had sold up a few years back but had decided to move back, because the cost of living was so much cheaper now.

An hour or so down the road at Dysart, spokesperson for the local Community and Business Group, John Crooks, says local-buy initiatives by the mining companies have made a big difference.

“Yes, we just opened up another store in Tieri, and so far Glencore have been really supportive,” he said.

“I really think the amount of work going to locals has picked up; that’s not so you don’t have to be competitive with your pricing though.

“We recently had a local-buy meeting with BMA, and it was a great opportunity to have a one-on-one discussion with some of their people.

“I think there was about AU$40 million worth of investment through the local buy program, and while not everything has worked as well as it should, we do seem to be getting more business locally.

“But overall in Dysart, it’s not a boom, and there is no great activity - but the feeling in the town is alright.”

Prime Minister rejects coal moratorium

AN open letter signed by 61 Australians - mostly academics - calling for a halt on new coal mines has been rejected by the Prime Minister.

The letter, which was published the last week of October, asked global leaders to put coal exports on the agenda at the Paris Climate Summit in December.

However, Prime Minister Malcolm Turnbull says he does not agree with stopping coal exports and that it would not make “the blindest bit of difference” to global emissions.

“If Australia stopped exporting coal, the countries to which we export it would simply buy it from somewhere else,” Mr Turnbull said.

“If Australia were to stop all of its coal exports ... it would not reduce global emissions one iota.

“In fact, arguably, it would increase them because our coal, by and large, is cleaner than the coal in many other countries.

“So with great respect to the motivations and the big hearts and the idealism of the people that advocate that, that is actually not a sensible policy either from an economic point-of-view, a jobs point-of-view or, frankly, from a global warming or global emissions point-of-view.”

Australia’s Trade Minister, Andrew Robb, has echoed the Prime Minister telling an Indian audience that Australia has a moral imperative to export its coal.

“It’s all about the transition period,” he said.

“No matter which way you look at it over the next 50 to 70 years, there is no alternative to coal as part of the mix.

“If that’s the case the world should be using the best quality coal because that produces the lowest emissions.

“The alternative is if we do not sell our coal, CO2 emissions will go up, because coal use will increase dramatically - not just in India but China and other places.

“We can’t sit down there enjoying the magnificent quality of life we do (achieved on the back of dirty coal-fired power stations than the new ones) and turn a blind eye to the fact we have the solution to help hundreds of millions out of poverty and we don’t exercise it.”
World first for automation

FOR the first time in history, two mines in Western Australia have removed human truck drivers entirely from the iron ore hauling process.

Mining giant Rio Tinto is now running 69 driverless trucks at its mine sites near Newman, which are controlled from an operations centre in Perth.

While driverless haul trucks have been trialled for much of the last decade, this is the first time that they have taken over the entire haulage process on a mine site.

Josh Bennett is closely involved with running 22 driverless trucks at the Yandicoogina mine, and he explained the operations to ABC.

“To the naked eye, it looks like conventional mining methods,” he said.

“But what we have done is map out our entire mine and put that into a system, and the system then works out how to manoeuvre the driverless trucks through the mine.

“It is quite challenging to get repeatability out of a human, and one of the advantages we have had with autonomous haulage - particularly in the truck fleet - is we notice we are getting consistency in terms of the way the machines are operating.”

Because the haul trucks can operate all the time, Rio Tinto estimates they can save around 500 work hours a year per truck, and there are measurable flight and accommodation savings.

However, these are being offset to some extent by new unconventional roles in Perth.

“We have a whole dedicated team based in Perth that is looking at how to optimise the system, looking at maintenance, productivity; those are jobs that did not exist five years ago,” Mr Bennett said.

“We have got new roles which are being created such as a central controller and a pit controller, which are essential to running the autonomous system.”

In March, Rio Tinto officially opened a world-first Analytics Excellence Centre (AEC) in India which will interpret vast quantities of operational data captured at the coalface by sensors on its machinery.

The centre will then assess the data and use it to predict and prevent engine breakdowns and other downtime events, significantly boosting productivity and safety.

Using predictive mathematics, machine learning and advanced modelling, data scientists in India will be working to identify a range of problems before they occur.

It is hoped this analysis will reduce maintenance costs and production losses from unplanned breakdowns.
$30 million of work

THE Mastermyne Group announced in October that it won a contract from Rio Tinto worth around AU$30 million.

The contract has generated 50 jobs and will run for two years, with an optional third.

Under the deal, Mastermyne will primarily build underground roadways; however, it is a flexible contract in terms of the services offered.

Mastermyne expects it to generate revenue of between $10 and $12 million annually.

Mastermyne CEO, Tony Caruso, said the deal underscores the importance of contractors in the mining landscape.

“We are very pleased with this result and look forward to continuing our strong working relationship with global mining companies in the region,” he said.

“The awarding of this major tender reinforces Mastermyne’s strong value proposition and supports the integral role contracting organisations will play in maintaining a globally competitive coal sector.”

In other news for the company, Shift Miner understands Mastermyne will soon announce the acquisition of another well-known fabrication business based in Mackay.

A TRIAL of 60 metre long quad trucks for hauling iron ore on public roads in Western Australia is unlikely to be replicated in Queensland.

That is according to CEO of the Queensland Trucking Association, Peter Garskee.

However, he has not ruled them out as an option for servicing the proposed Galilee coal mines from Townsville, should those projects ever get off the ground.

“I don’t envisage them any time soon,” he told Shift Miner.

“Certainly not on the road network that we share with every other road user.

“They are a big, productive truck, but the likelihood of us using them over here is very small, because we have a very different road network to those they have in the Pilbara.

“It might be possible for some of the mega-mine projects in the Galilee to use the trucks if they ever got off the ground, but they would have to build special roads out of Townsville to carry them.”

The trial of the 60 metre road trains commenced in the Pilbara on the Great Northern Highway between Munjina-Roy Hill Road and Utah Point, Port Hedland.

Qube logistics claims the trucks could reduce the number of haul trips by nearly 50,000 a year.

“The first set run tipped off at Utah this afternoon at three with a load from Atlas Wodgina mine,” a spokesman said.

“This unit is 60 metres in length and will carry up to 140 tonne payloads.

“This is compared with conventional quads that are 53.5 metres in length and carry 114 tonne payloads.

“If adopted across all tonnes at Utah Point, it has the potential to reduce the current required truck trips into the facility by 46,000 trips per annum, which is a very significant road safety and productivity uplift,” Qube said.

Though capable of higher speeds, the road trains will be limited telematically to 90kmh, which the government says will allow for easier overtaking by other vehicles and ensure superior on-road performance.

It is hoped the introduction of the trucks will increase mining productivity, lower operating costs and reduce the number of heavy vehicles on the road longer-term.

The trial will be assessed by the Road Safety Commission, local government, WA Police, Main Roads Western Australia and the caravanning industry and will look at issues like pavement assessments, traffic data, community surveys and on-road monitoring.

Super trucks unlikely in CQ
Port “blockade” killing confidence

PORT operator, North Queensland Bulk Ports (NQBP) believes delays in getting approvals for port development is eroding investor confidence and unnecessarily compromising Central Queensland’s ability to grow as a resource-rich region.

While much of the focus in the debate about port expansion in Queensland has focussed on Adani’s proposals at Abbot Point, Kevin Kane, Environmental Manager for NQBP, argues there is absolutely no reason why development and the Great Barrier Reef cannot co-exist.

He says one of the facts that seems to have been lost in the debate is that Australia is an island nation that depends on safe and efficient ports for 99.7% of everything that comes in or goes out.

“Whether it’s for mining or agricultural commodities, the port is the pinnacle of growth, because if the ports cannot grow to accommodate industry, nothing else can move forward,” he told Shift Miner.

“I think people got a little bit fatigued by the word sustainability in the last decade, but it is still the best word to describe a future where ports and the Great Barrier Reef can co-exist.”

It encompasses important long-term principles like intergenerational responsibility.

“We want our kids to look back in fifty years and say that we were good custodians of the economy and the reef.”

Mr Kane says one of the problems Australia has is that it is a world leader in port development in sensitive areas.

NQBP is the only port operator in the world to operate three ports within a World Heritage Area, which means they cannot draw on the success of other operators.

“The big take-home message for all the industries that are working on the front door of the GBR is that we need to consider it a privilege,” he said.

“If we can grow and demonstrate long term development of the near Great Barrier Reef, we will have something of real value that we can share with the world.

“We have more than twenty years of learning and data about how things like dredging can impact the environment, and we have a responsibility to share that knowledge.

“But no matter what we do, we have to get our message out there because we can’t do anything without buy-in from our local communities.”

News

Lawyers likely at Wiggins Island

LEGAL action seems likely at the brand new Wiggins Island Coal Export Terminal (WICET), following a decision by the seven owners of the port to contest the amount they pay to Aurizon to use rail built to service the facility.

When the decision was first made to develop WICET at the height of the mining boom, Aurizon negotiated a deal with the port’s original eight owners that would see them pay a usage fee into the future, in return for Aurizon spending more than AUS$440 million connecting the port with the existing rail network.

However, the seven remaining owners (Bandanna - the eighth - is now in administration) have challenged Aurizon over the amount of fees they pay.

Aurizon disputed the challenge, which they said would cost around $10 million this year and around $500 million over the next 20 years.

“Aurizon Network has received notices - the validity of which it disputes - from seven of the eight Wiggins Island Rail Project customers,” Aurizon said.

Those notices purport to exercise a right under the relevant agreements to reduce the financial exposure of those customers to Aurizon Network in respect of the Wiggins Island Rail Project.

“At this point, Aurizon can provide guidance that the annual impact would be in a range from $0 to $27 million in earnings per annum over the 19.5 year life of the above regulatory return component.”

The challenge by the port’s owners came just weeks after WICET shipped its first million tonnes of coal and in an ironic twist, appointed Marcus McAuliffe to the role of CEO.

Mr McAuliffe was previously the CEO of Queensland Rail before it was privatised and became Aurizon.

BBMC EMERALD LUNCHEON AT TOWN HALL

The annual networking luncheon was hosted by the Bowen Basin Mining Club (BBMC) with the support of CHDC.

Andrew Caulton_MACA_Dustin Pratten_MacKellar Mining_Craig Batten_Vermeer

Sandra Hobbs_CHDC_David Brierley_Fungo_Brad Stallard_CQUniversity

Charlie Brimblecombe_CHRC_Lyn Capman_MSA Safety_Stephen Smith_DRNM_Rowan McAllister_DNRM_Eddie Wust_Tex Onsite

Brett Garland_Caledon Coal

Graham Parminter Downer

Jodie Currie BBMC_Jonathan Soulvis Downer_Graham Parminter Downer_Sandra Hobbs CHDC
THE shock decision in June by BMA to move to 60 day payment terms for its suppliers seems to have been reluctantly accepted by mining support businesses in Central Queensland.

While there are rumours that two businesses had been forced to the wall by the decision, Tony Caruso from the Resource Industry Group says companies have moved on.

“Companies have absorbed that now and are dealing with it,” he told Shift Miner.

“People have dealt with it in different ways; some are sharing it with suppliers, some are having to get extra finance through their banks, but most are coming to grips with it.

“I haven’t heard of any businesses pulling up specifically because of the changes – as tough as it was to deal with.”

The decision in June by mining giant BMA to double the time it takes to pay its bills outraged suppliers.

In the wake of the decision, a crisis meeting was held with BMA, but in the end, suppliers either had to accept the deal or lose the business.

One business owner, who preferred not to be named, estimated labour hire businesses would need up to two million dollars extra in working capital just to stay afloat.

Former operations manager for RIN, Rodger Doudney, said the decision had been bitterly disappointing for local business.

“It is clearly not ideal,” Mr Doudney told Shift Miner at the time.

“There are a number of businesses that are currently stressed in the region, and this will simply just stress them more.

“While they [BMA] are not going to reverse the decision, they have agreed to sit down and talk to concerned businesses to see if they can work something out,” he said.

In announcing the award, the Central Highlands Development Corporation said both businesses had proved adaptable.

“H.E.M.E. is impressive with their adoption of innovative technologies to maintain their competitive advantage, their culture of continuous improvement and their well-executed succession plan,” CHDC said.

“While TNC Cranes impressed the judges with their ISO accreditation, their unique computerised management system, their diversification into product development and unwavering vision for the business since its inception.”

Since forming in 1997, owners of H.E.M.E, Kym and Anthony Hellmuth have expanded from a single shed to spreading across four blocks of land.

Kym told Shift Miner it was nice to receive outside recognition.

“Winning the award is very welcomed - and that all that hard work is being recognised,” she said.

“We knew we were doing OK, but it’s good to get approval from someone outside the business.

“We have been lucky these last few years in that we have been able to adapt to the current market.

“Also, some new opportunities have presented themselves after other workshops decided to close down and leave the region.

“But, most importantly, we have a great team here that have been with us for several years, and we thank them for their support year after year.”

Another resource sector business, Crush Tech Mining, won the Young Business Owner of the Year Award.

Two Emerald based mining support businesses have shared top honours in the Central Highlands Business Excellence Awards.

H.E.M.E. and TNC Cranes were both crowned Central Highlands Businesses of the Year and joint winners in the manufacturing and industry sector category at a gala awards dinner in Emerald.

REASON TO SMILE IN BLACKWATER
Blackwater Crushers presentation night held at the Civic Centre

60 day pay wait

Zac Clemesha, Kent Booker and Coach Bass
Tara Cox, Ben Cook and Jo Bass
Bassy and Coxy
Desley and Bill Storch

Peyton, Trae and Mariah
Simone and Doyle Dickfos
Kayleen and Andrew Crooks
Cindy and Charlie Palmer
Yasmin Black and Shae Cox

Ryan Palmer and Brandon
Chayne Flint and Justine Fletcher
Narelle and Jacob Ford
Mikaela, Tegan, Jess, Miranda and Kayleen
LARGEST ENTERPRISE EVENING
Toowoomba and Surat Basin Enterprise (TSBE) have hosted their largest Enterprise Evening yet

TSBE CEO Dr Ben Lyons, TSBE Chairman Shane Charles, Paul Digby, John Hagan and Jose Antonio Sanchez of Nexus Infrastructure.

Kent Bligh, Christopher Low from Oz Excavator Buckets and Toowoomba Regional Council Mayor Cr Paul Antonio.

Sarah Lockwood from Accession3 Business, Phil Hadley from Commonwealth Bank and Scott Templeman from Toowoomba Regional Council.

Andrew Tilly and Helen Tilly from Tilly’s Crawler Parts, Kate Gaffney from Struber Communications and Toowoomba Regional Council Cr Geoff McDonald.

Sponsor for the evening Wiley’s Michael Matthewson addressing guests.

Former TSBE Chairman John Wagner.

TSBE CEO Ben Lyons thanks guests for attending the event.

Lucas Talbot from range Environmental Consultants and Mark Rundle of Wagners.

Shane Meagher from Hastings Deering Australia and John Davis from The Brown and Hurley Group.

Gary King from Newlands Civil Construction, Scott Fyfe from Rocla and Nathan Swaffer from Rocla.

Toowoomba Regional Council Cr Nancy Sommerfield, Stephen Bowers from Lauder and Liz Wagner.

Terry Smoothy from Verifact, Gary Christison from Traffic Group Australia and Nicholas Elston from Traffic Group Australia.

Lucas Talbot from range Environmental Consultants.

TSBE CEO Dr Ben Lyons and TSBE Chairman Shane Charles with Nexus Infrastructure’s Paul Digby and John Hagan.

Mark Loring from Geofabrics Australasia, Kevin Mills from Civil Mining and Construction and Marcus Koolen from Perfect Earth.

Ben James from the Apprenticeship Company, Paul Janke from Linetech Roadmarking Services and Dale Hakanson from Linetech Roadmarking and Services.

John Wagner from Wagner Global Services and John Hagan from Nexus Infrastructure.

Joy Mingay from Classic Recruitment, Paul Digby from Nexus Infrastructure and Lisa Lee from Classic Recruitment.

John Hagan from Nexus Infrastructure addressing guests.

Greg Dalziell from Geiger Group and Marty Quinlan from Diversified Resource Management.

Jose Antonio Sanchez from Nexus Infrastructure addresses guests.

Sponsor for the evening Wiley’s Michael Matthewson addressing guests.

TSBE Chairman Shane Charles addresses the audience of over 550.

Former TSBE Chairman John Wagner.
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<th><strong>Car for Sale</strong></th>
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<tr>
<td><strong>2005 Toyota Landcruiser Wagon</strong>&lt;br&gt;100 series GXL wagon. V8 petrol, 5 speed auto, 8 seater, dual air con, uhf, bull bar.&lt;br&gt;$19,500&lt;br&gt;Call: 0428 981 306</td>
<td><strong>Holden Torana</strong>&lt;br&gt;1978 UC Torana very minor rust. Rebuilt and worked can hear running new radiator big break kit brand new with flex lines lots of spears because I wrecked one.&lt;br&gt;$4,500&lt;br&gt;Call: 0476 129 083</td>
<td><strong>Hotrod/Ratrod Racecar Resto Project</strong>&lt;br&gt;This vehicle was hand built in 1946 just after the second world war in Mackay Qld the chassis drive train is that of a 1946 Chevy truck it has the original six cylinder engine three speed gearbox of that era.&lt;br&gt;$10,000&lt;br&gt;Call: 0438 438 484</td>
<td><strong>X2 Holden FB’s 1960</strong>&lt;br&gt;Holden FB 1960 Blue Holden 308 stroker Edelbrock performance Holden manifold 600 Holley vac Sec/Kenaf 2500 stall shift kit Volvo Series 2 Diff 28 spline axles 4:11 ratio Holden FB 1960 Pre/Cr Grey 138/Lowered with blocks in rear Comes with new standard front springs.&lt;br&gt;$27,000&lt;br&gt;Call: 0408 528 474</td>
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<td><strong>1975 Ford Fairlane</strong>&lt;br&gt;For sale, 1975 Fairlane 500 T shift auto, 351 v8 motor, 9 LSD with new Disc rotors &amp; pads including new wheel bearings, new 750 Holley with vac secondaries and manual choke.&lt;br&gt;$5,000&lt;br&gt;Call: 0476 330 170</td>
<td><strong>1976 Toyota Landcruiser</strong>&lt;br&gt;I have a Very Reliable HJ 45 For Sale with Toyota PTO Winch Two Spare Tyres Dual Batteries Two Fuel Tanks Rebuilt H Diesel Engine.&lt;br&gt;$8,700&lt;br&gt;Call: 0457 602 031</td>
<td><strong>2001 Mazda Winnebago Leisure Seeker</strong>&lt;br&gt;001 Mazda T4600 Winnebago motor home, this motor home has a strong 4 cylinder diesel engine with a average of 14L per hundred kms at 80s, will cruise at 100+ just put new tv and wingard turn table.&lt;br&gt;$62,000&lt;br&gt;Call: 0407 484 493</td>
<td><strong>2014 Supreme Executive Offroad</strong>&lt;br&gt;6” Chassis &amp; A Frame, Tandem Axle with 2” Raiser, Simplicity Suspension, 12” brakes, 2 x spare wheels, 2 x 60L water tanks, 2 x 9kg gas bottles, 2 x jerry can holders, 2 x battery packs, 1 x Solar panel.&lt;br&gt;$56,500&lt;br&gt;Call: 0447 766 067</td>
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<td><strong>Ford Transit 2.4 Turbo Diesel</strong>&lt;br&gt;46,700k. Seat &amp; sleep 4, rear double bed, gas HWS, 4 burner gas &amp; grill, shower/toilet, 120ltr fresh water,55ltr grey, new Ibis 3HWS, 4 burner gas &amp; grill, shower/toilet, 120ltr fresh water,55ltr grey, new Ibis 3</td>
<td><strong>Caravan for Sale</strong>&lt;br&gt;Slide on Camper with trailer&lt;br&gt;Slide on camper to fit 1 ton ute. Now mounted on brand new heavy duty raised deck trailer with heavy duty axle and bearings. Can easily separate and use trailer or camper separately.&lt;br&gt;$18,000&lt;br&gt;Call: 0746 225 283</td>
<td><strong>Camper Trailer for Sale</strong>&lt;br&gt;<strong>T форма</strong>*&lt;br&gt;Go to <a href="http://www.shiftminer.com">www.shiftminer.com</a></td>
<td><strong>Caravan for Sale</strong>&lt;br&gt;<strong>CAMPER TRAILER FOR SALE</strong>&lt;br&gt;<strong>SLIDE ON CAMPER WITH TRAILER</strong>&lt;br&gt;<strong>TRUCK FOR SALE</strong>&lt;br&gt;<strong>LANDROVER 110 6X6</strong>&lt;br&gt;Diesel reg’d 8/2016; Isuzu 4 cyl td, 66,304kms, pintle hitch, GVM 6600, cat/catter, 3m alloy ramp, tray 3150x2100, complete gaubox, rebuild Jul’15, rebuild diff Jul’15, new h/v clutch Feb’15, overhaul clutch s&amp;m cyls Jul’14, 7 new BF4 tynes Apr 14.&lt;br&gt;$36,000&lt;br&gt;Call: 0408 396 700</td>
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<td><strong>2006 Isuzu Truck</strong>&lt;br&gt;Mine Site Compliant - Flashing Light, High Lights, Reverse Beeper, Battery &amp; Starter Isolators, J/BStart Recepticle, UHF &amp; VHF Mine radio, Clearance lights.&lt;br&gt;$22,000&lt;br&gt;Call: 0438 839 930</td>
<td><strong>2005 KTM 65</strong>&lt;br&gt;WTS 2005 KTM 65. Recently had major overhaul. Top end rebuild, new water pump,front and rear sprockets plus chain, suspension rebuilt by the lads at M..&lt;br&gt;$2,200&lt;br&gt;Call: 0427 277 790</td>
<td><strong>Motorcycle for Sale</strong>&lt;br&gt;Honda Transalp 650&lt;br&gt;LAMS APPROVED, 2005 transalp, good condition, 63503km, not registered atm. Comfortable on long trips and in cold areas the heated hand grips are Devine !!! Is a bigger bike but great to handle.&lt;br&gt;$4,500&lt;br&gt;Call: 0427 320 130</td>
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Mobile Food Trailer, Council approved, Permanent Site (Site well known, have had a pie van operating on this site for over 30yrs) 2.3m x 5m Trailer 2 mth old coffee machine, 3mth old 100 pie warmer, small display fridge.

$ 85,000
Call: 0407 174 304

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For Sale Transportable Accommodation Buildings. We have 2 identical portable accommodation buildings which can easily be transported and setup at your location. Units are priced separately (neg) and discount offered for purchase of both.

$ 35,000 each
Call: 049 415 969

**BUSINESS FOR SALE**

Gold Mining Lease located Mount Britton. Land 1 Ha Dwelling contains 3 bed, 1 bathroom, solar energy, water tanks, generators, nbn disc. Contact owner for more details.

$ 65,000
Call: 0417 714 886

**FRIDGE/FREEZ FOR SALE**

2 Door Westinghouse S/Steel Fridge/Freezer 660 Litre frost free fridge/freezer in good working condition. Keeps everything nice and cold with a fridge compartment of 407 litres and a freezer compartment of 253 litres.

$ 450
Call: 0419 764 762

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2 Door Westinghouse S/Steel Fridge/Freezer

$ 450
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**BUILDINGS FOR SALE**

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$ 545,000
Call: 0412 287 435

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**GELDING FOR SALE**


$ 4,400
Call: 0417 763 147

**TOOLBOX FOR SALE**

Alloy Toolbox

Ironman tool must sell 1200 approx. Two available. Make an offer.

$ 150 each
Call: 0408 956 147

**SNAP ON INCH GUN FOR SALE**

Snap On Inch Gun

Selling Snap On inch gun along with Bluepoint inch impact socket set have used the gun and 1 s socket once.

$ 1,200
Call: 0427 255 728

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$ 545,000
Call: 0412 287 435
Dear Frank,
I’m a big rugby freak but my girlfriend hates it. She even asked me to go see a movie with her instead of watching the World Cup with my mates. I chose the World Cup and she was not impressed.
Is it wrong to choose sport over your girlfriend?
Andy, Mt Isa

In short, Andy, it’s only natural for you to choose sport over your girlfriend, but every time you do, it pushes her closer to a man like me, so you never know, the next time you ditch her to watch the cricket she might wind up checking out a very different middle stump.

Frank

ROBOTS NEED HUMANS? HUMANS NEED ROBOTS?

All of this prompted me to think, “What can I automate in my life?”
I already have one robot at home - Robocop. Robocop is a vacuum cleaner that zips around sucking up messes as I follow, watching his pursuits. Because he does need my help to be automated, the robot does not save me time, but it definitely requires less of my energy.

For example, when my assistance is needed, the robot’s American accent informs me, “Error: Clean brushes or Error: Move robot.” He continues to get stuck under the lounge over and over again, disregarding my pleas to not go under there! I also have to empty the dust out and make sure his docking station is accessible to power for charging. It is quite high maintenance really!
The same company makes a gutter cleaning robot that flicks the leaves out of roof gutters. Cool right? Sadly, he would not work in my gutters. Hmmmm, is it time for new ones?
I think a robot for cleaning walls and high ceilings here in Queensland would be a great invention and have researched in the past to see if anyone is getting close. My idea is for one that eats up the mould that grows due to our high humidity. There is a shower robot on the drawing board that is similar to a pool vac. The makers have my concept, but it needs water and a hose, which might not be too good on the carpet. Real Miner says it needs to be like a sucker fish in my fish tank. Yep that’s it. Maybe someone could breed up an insect or something. Perhaps it would be as successful as the cane toad!

Would you enjoy sitting at home on a PlayStation and getting paid for it? If so, you may like this mining job more than being a digger driver.
However, as Real Miner has pointed out, robots will need people to service and fix them, so fitters’ jobs will continue to be secure. On the bright side of this topic, there will be fewer operator error issues to deal with!

Dad rang me in a panic after watching the news on autonomous trucks. “You will be out of a job; robots are taking over!”
I calmly replied, “I bet they didn’t mention the one that crashed into the water!”
The big miners are set to increase driverless train, drill, and truck numbers where people will run the show from computers in the big smoke.

In short, Andy, it’s only natural for you to choose sport over your girlfriend, but every time you do, it pushes her closer to a man like me, so you never know, the next time you ditch her to watch the cricket she might wind up checking out a very different middle stump.

Frank

SENSIBLE SUSAN

Andy,
Don’t let Frank scare you, he’s been dying to voice his doomsday theory ever since he saw 2012. You shouldn’t have to choose sport over your girlfriend, I think the key to this whole situation is compromise. Let her know how passionately you feel about sport, but also that you’re sensitive to her needs. Try suggesting a picnic in the morning, so that you might watch the game in the afternoon, if you can reach a compromise I think both you and your girlfriend will be a lot happier.

Susan

Off Shift

SensIBLe Susan

Google “Madmumzie” to go to my website.
CHAPTER 3:
Here come the Yanks

Those of you who have been following this column will notice that most of my writing relates to Moura Mine.

The reason for this is that Moura Mine was where a lot of the fights for the conditions we know today in modern mining began.

Back in the early to mid 1960’s, Thierss Brothers knew that to get things moving at Moura they would need a partner to provide the money and know-how. After a global search they convinced Peabody Mining in America to join as the senior partner.

So here came the Yanks.

The first of the Peabody big bosses was a bloke I will call Joe Bloggs and his offsider was called Joe Bloggs the Second. I won’t use their real names, since neither of them will have a right of reply. However they brought with them some different ideas about how to manage the workforce.

After allowing the new bosses time to settle in, the Union Reps decided to organise a meeting with them to discuss a few differences that were emerging.

Well on the chosen day, the Union Reps made their way to Joe Bloggs’ office where they were asked to wait outside in the hot sun, because his secretary said there wasn’t room inside.

After an hour, the secretary led the Union Reps inside where they met the big chief at his office door, and before they could say a word Mr Bloggs said : ”Gentleman I do not believe in Unions, the people that sign the paycheques around here run the show, now good day to you gentleman”.

The Union Reps were then politely shown the door by the smiling secretary.

So good days were to come. A short time after this encounter with the American bosses we had a dust problem, and the foreman who reported this to the office was told that if we didn’t return to work, everyone would be dismissed.

After a short meeting, we went on strike for 48 hours.

Later we discovered that Mr Bloggs had rung the Biloela Police requesting that someone be sent out to get the men back to work. The reply he got back from the police can’t be printed here.

What made matters worse for the company, was that two other mines went out in sympathy.

The American bosses talked to us after that through an accountant, and then through the registered manager, who up until then had been bypassed.

The manager was a very nice fellow named Ken Burley who left the company shortly after the strike, and was replaced with another good bloke named Keith Mercer.

However once again, he was ruled over by the general manager, which was the way the Americans did things.

After a period, the first large dragline went into operation. The operation of this dragline became another battleground between the unions and the American bosses.

The bosses said: “No Aussie would ever sit in the driver’s seat”, but eventually they did so the Union won that one.

Meanwhile families were still living in terrible conditions in tents near the mine and on the Dawson River, and it was decided to address this problem.

Workers were advised by the unions to save some money in case the battle took a long time.

I will look at that in my next column.

About the author: Tom started work at Moura mine around 1962, and has since held official positions with the unions as well as leadership roles for various mining companies. In 1999 he took a voluntary redundancy from his role as a process coordinator, but re-entered the industry in 2001 as a dragline supervisor and then later as an Open Cut Examiner. He has worked at mines across the Bowen Basin.

PUZZLES

ACROSS
1. Arguments
2. Duped land of gold, El ... 5. Fabled land of gold, El ... 9. Objects on display
10. Fired (at) from cover
12. Imperils
13. Noisy confused fight
14. Frankenstein’s creator, Shelley
15. Smallest & weakest
16. Booting (out)
21. Inquisitive
24. Diameter halves
25. Snaps
26. Supporting beam
27. People from Baghdad
28. Keep apart
29. True
30. Weights up

DOWN
1. Waits in line
2. Blackflies
3. Redbreasted bird
4. Raffle
5. Balms
6. Deeply shocked
7. Deeply shocked
8. Leftover pieces
9. Quickly (1,1,1,1)
10. Skills
11. Minors battle
12. Polluted shower (4,4)
13. Gallivants (about)
14. Spruces up
15. Fragments
16. Doormen
17. Gallivants (about)
18. Supporting beam
19. Moving about

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9th November 2015 19
AIM is your trusted career partner of Australian managers and leaders at every stage of their career journey. Every year we train more than 25,000 people nationwide including thousands of regional Queenslanders and we remain unrivalled in our innovative education offerings designed for managers and leaders in your region.

**WHY AIM:**

- Induction programs contextualised for your site or business
- Soft skills training in management, leadership and workplace best practice
- Access to state-of-the-art training facilities for your courses, meetings and conferences
- A capability and reputation within Regional Queensland that is second to none

**COURSE LOCATION  DATES  MEMBER PRICE  NON-MEMBER PRICE**

<table>
<thead>
<tr>
<th>COURSE</th>
<th>LOCATION</th>
<th>DATES</th>
<th>MEMBER PRICE</th>
<th>NON-MEMBER PRICE</th>
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<tbody>
<tr>
<td>RISA INDUCTION - STANDARD 11 SURFACE</td>
<td>Brisbane</td>
<td>25-26 Nov / 9-10 Dec / 6-7 Jan / 20-21 Jan</td>
<td>$660</td>
<td>$660</td>
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<td>Moranbah</td>
<td>16-17 Nov / 30 Nov-1 Dec / 14-15 Dec / 11-12 Jan / 27-28 Jan</td>
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<td>SUPERVISOR TRAINING (S1/2/3)</td>
<td>Brisbane</td>
<td>16-18 Nov / 30 Nov-2 Dec / 14-16 Dec / 11-13 Jan / 27-29 Jan</td>
<td>$380</td>
<td>$395</td>
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<td>Mackay</td>
<td>16-18 Nov / 30 Nov - 2 Dec / 14-16 Dec / 11-13 Jan / 27-29 Jan</td>
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<td>23-25 Nov / 7-9 Dec / 4-6 Jan / 18-20 Jan</td>
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<td>G2 RISK MANAGEMENT (RIIRIS402D)</td>
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<td>19 Nov / 3-17 Dec / 14-25 Jan</td>
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<td>$190</td>
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<td>LOW VOLTAGE RESCUE</td>
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<td>Moranbah</td>
<td>19 Nov / 3-17 Dec / 14-28 Jan</td>
<td>$95</td>
<td>$95</td>
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</tbody>
</table>

* Brisbane - Brookes St, Fortitude Valley  /  Mackay - Mackay Harbour  /  Moranbah - Bacon Street

Contact AIM on 1300 887 185
or bookings@aim.com.au
or visit aim.com.au/QLD