



SAFETY NEWSLETTER

because we care about your safety...

June 2011

RQP (SA) Getting the word out there !

As part of Rocla Quarry Products safety initiative, and the introduction of the safety logo, RQP (SA) is doing its utmost to get the safety message across to all persons that work or visit any of the RQP sites.



Management has utilized promotional items to include the new safety logo on caps, beanies, coats & shirts.



Operators are reminded of safety every time they get into a machine !

The safety message, where possible, has been placed in the most appropriate area for maximum exposure.

Pit utilities, water trucks and PPE worn by the employees which includes hard hats and vests, play an important role of getting the message across.



Rocla Transport, (thanks to our transport supervisor, Greg Lamm's initiative) is using our trucks to promote, not only the Rocla name, but has also incorporated the safety logo on the mud flaps of all our truck & trailers. This is a great way of reminding all employees, and demonstrating to the general public at large, how serious RQP is about safety.

Positively promoting safety at RQP (SA) adds as a constant reminder to all employees and contractors who work at any of our sites.

WESTERN AUSTRALIA

Not to be outdone by South Australia, Western Australia has also contributed to the promotion of our new safety logo and found a very novel place to remind everyone of the safety message when they visit Gaskell Avenue site.



June 2011

ROCLA QUARRY PRODUCTS - SAFETY STATISTICS - EMPLOYEES ONLY

12 Months to 31 March 2011

Location	No of employees	Lost Time Injuries	Medical Treatment Injuries	First Aid	Near Miss Reports	Rolling 12mth TRIFR
Bibra Lake	0	0	0	0	0	0
Calga	10	0	0	0	2	0
Gaebler Road	0	0	0	0	0	0
Gawler	0	0	0	0	0	0
Gingin	2	0	0	0	3	0
Golden Grove	13	0	0	0	12	0
Kings Road, Oldbury	0	0	0	0	0	0
Lang Lang	3	0	0	0	0	0
Hurst Road	4	0	0	0	3	0
Maslin Beach	11	0	0	1	12	0
Ottoway	8	0	0	0	0	0
Paganoni	2	0	0	0	1	0
Redcliffe	17	0	0	0	1	0
Resource Dev Mgmt WA	2	0	0	0	0	0
Rowlands Flat	3	0	0	0	3	0
Transport WA	0	0	0	0	0	0
WA Overhead	0	0	0	0	0	0
Gnangara Road	4	0	0	0	6	0
Langwarrin & Transport	15	0	0	0	1	0
Oldbury	0	0	0	1	2	0
Chatswood HO	5	0	0	1	0	0
Gaskell Ave	21	0	1	0	48	20.81
Kurnell	16	0	1	3	23	33.04
Guildford Office	14	0	1	0	0	39.54
Transport SA	9	1	0	2	7	40.69
Total	161	1	3	8	124	11.75



GREEN =
No injuries



YELLOW = Injuries
(Lost time, medical & first aid)

Legend

- TRIFR** - number of injuries per million man hours in the last 12 mths
- LTI** - number of lost time injuries in the last 12 mths
- MTI** - number of medical treatments in the last 12 mths
- FA** - number of first aid treatment injuries in the last 12 mths

Near Miss Reports: number of near miss reports in the last 12 months



Comments:

Most sites have had no Lost Time Injuries since our last newsletter. We have had 1 LTI and 3 MTIs in the period 1 July 2010 to 30 June 2011. Our revised TRIFR is 11.75 which is an increase since March 2011. Our target is less than 13.5 so we must work hard to keep our figures below the this figure. The LTI injury was not attributable to the employee as it was caused by an outside influence. Injuries already listed:

- 1 x dislocated shoulder - LTI
- 1 x ankle injury (28.10.10) - MTI
- 1 x ankle injury (26.8.10) - MTI
- 1 x hand injury (4.4.11) -MTI

We have had over 124 near miss reports during the past 12 months but need to keep reporting a higher number of near misses to reduce our hazards and incident rates.

June 2011

MESSAGE FROM THE GENERAL MANAGER



We had less injuries this year

You will see from the Safety Statistics table in this Newsletter that our total number of injuries to employees for the year ended 30 June 2011 was 4, equating to an accident frequency rate (TRIFR) of 11.8. This is a considerable improvement on last year (2009/10) when we had 8 injuries and a TRIFR of 15.4

Congratulations, as that means 4 less employees were hurt than last year, and that could have been you or your work mates.

We are going to need to improve even more next year, as we will be including contractors in our injury records. This year the total employee+contractor TRIFR was 15 (6 injuries) and our target is less than 10 (4 injuries).

What are our most common injuries & near misses?

Slips & trips and mobile plant and traffic movement near hits. These are fairly simple to eliminate but require everybody to pay attention and keep thinking about what we are doing all the time.

Near Miss Reports

Also next year we will have targets for near miss reports, which are used to alert us about potential accidents and are very important. This year we reported 124, equal to a near miss reporting frequency rate of 364. Next year the target is more than 500, equal to about 170 reports

So please everyone look out for and report any near misses and "Take 5" to consider safety before every job.

Human Factors Training

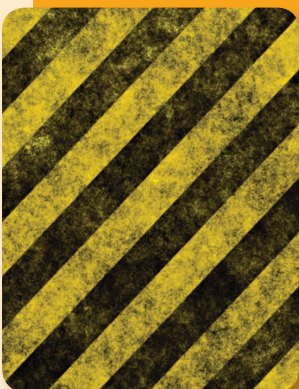
You all will soon be involved in this training, the next step of our safety journey. What is it? Put simply it's explaining how humans make mistakes, (none of us are perfect) and how by understanding ourselves and others we can improve our systems and behaviours to move closer to zero harm at work. It's interesting and I ask you to get involved.

Regards

Geoff West

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June 2011

TERRY CUNDY – 30 YEARS WITH ROCLA!

Terry Cundy started work for Rocla on 16 February 1981. Prior to joining the company he had served his apprenticeship as a motor mechanic and then subsequently worked with his dad at Williamstown as a "Powder Monkey". When Terry began at Gawler Quarry at the age of 22 he was already married but with no children. His manager Wayne Woodfield employed Terry to use his mechanical qualifications to maintain all the plant, dozers and front end loaders. Terry also operated mobile equipment as required. As a point of interest in those days an operator didn't need tickets all they required was a driver's license.

Terry worked at Gawler for approximately 13 years before being transferred to Rocla's Golden Grove Quarry under Morris Burton. His new position was working in the weighbridge organizing contractors and subcontractors to cart material. He had 5 permanent contractors and up to 20 contractors working depending on customer demand. This position was highly demanding and Terry performed this role for about 4 years.

During an organization re-shuffle, the decision was made to buy trucks rather than fully contract out. Six second hand semis were bought and Terry transferred his scheduling skills to the Rocla fleet. He handled scheduling of loads, repairs & maintenance, organizing of mechanical repairs and all the services required.

Rocla trucks have always worked a minimum of 10 hours and up to 12 hours a day. Terry carried out this role for about 2 years until he was appointed Quarry Manager, replacing the then manager

Phil Brown. Terry performed this role with distinction for the next 4 years. His efforts were recognized when he was promoted to Operations Manager, after the existing manager resigned.

Terry has liked all of his roles and enjoyed the changes and challenges required for each position. His current role includes liaising with the quarries, transport, sales and assisting with CER preparation, which includes research and pricing in conjunction with Steve Linou. Terry sees his role as an integral part of the RQP SA safety team and he actively promotes safety as part of his job.

Terry and his wife Joylene have been blessed with 3 beautiful girls, who in perfect symmetry all had two children; one boy and one girl each. Given that Terry is now a grandfather to 6 children, his spare time is taken up with family activities. Perhaps future Rocla employees are a possibility?



PAT McQUE AT ROCLA

Pat McCue worked for Rocla on several occasions but became a full time employee on 2 February 1982. Initially starting at Marsden Park as Quarry Manager, Pat also managed the Windsor site as well. During his period at Marsden Park, they imported material from Richmond and the low lands out of the Hawkesbury River. The quarry separated the gravel from the sand and also crushed the larger rocks into aggregates for supply to the Sydney concrete plants. Marsden Park was in operation until around 1987 and Windsor is still in care & maintenance waiting for the "100 year flood" of the river.

Pat subsequently moved in 1985 to Kurnell to take on the role of Quarry Manager there and during the closure of Marsden Park, he supervised the clean-up operation of that site plus still looked after Windsor. There were approximately 12 people working at Kurnell, one of whom was the present day weighbridge operator Frances Butschi. Pat and Frances have worked together for a long time and have a great deal of respect for each other's talents.

During 1988, his role increased to supervising the operations not only at Kurnell and Windsor but also at Bell and Raymond Terrace. This meant a great deal of travelling on the road to visit all the sites equally. When Pat was at Kurnell, one of his early supervisors was Ron Bullock who is still remembered by many of the old timers.

In 2006, Pat moved totally into the Quarry Superintendent role and a series of quarry managers worked at Kurnell while Pat maintained his office there on site to help train the new quarry managers.

Pat still travels extensively in his Quarry Superintendent role and often can be found at either Calga or Kurnell imparting his knowledge and wisdom to assist in the operations.

Pat has definitely noticed the difference in how the safety system has evolved, going from the General Rule in 2000 up to the Mines Health & Safety Act 2007 plus the regulations and with the new WHS Act due to start in January 2011. He has been an active participant in updating the safety system to accommodate all the regulatory changes during the past 10-12 years and still manages to smile when discussing safety legislative changes and their requirements.

Pat's hobbies are motor cycles and photography

