



The Institute of Quarrying New Zealand Inc

IOQ QUARTERLY NEWSLETTER

Issue No. 25
December 2010

Executive Committee 2010/11:

President:

Mr Warwick Leach

Vice President:

Mr Gavin Hartley

Immediate Past President:

Mr George Kelcher

Mr Murray Discombe

Mr Chris Gray

Mr Gordon Laing

Mr Andrew Mahon

Mr Peter Morgan

Mr Les Ward

National Secretary/Treasurer:

Mrs Christine Dodds

Invited Board Member:

Mr Kevin Walker,
CEO Exito

President's Notes:

Welcome all



It's that time again!

Christmas is upon us! When you reflect back on the year and think where has it gone, it just seems just like yesterday that we were in Napier putting up with the winter rain and wind at the conference.

The North Island weather has got warmer in the last month but we certainly seem to have been hit by some extremes in the weather patterns. In October we saw snow on the Desert Road, the Hawke's Bay ranges and the Rimutaka's and not forgetting the poor farmers down south losing thousands of new born lambs because of the bad weather.

The South Island has been rocked with the Christchurch earthquake where over 100,000 homes, offices and factory buildings were damaged. Then secondly, the Pike River disaster where 29 miners lost their lives. Our hearts and thoughts go out to the families, fellow mine workers and friends that have lost loved ones. The whole country felt the disaster and we were glued to the TV screens and listening to the radio news, hoping for the best. It was a sad day when the final outcome was told. It was appropriate that we all stopped work the other day at 2 o'clock as a mark of respect, not only for the lost ones, but their families in particular, friends and workers.

The summer holidays are approaching fast, let's hope the weather is going to be great and remember be sun wise. Here's also hoping that everybody has a Happy Christmas and a safe and prosperous New Year.

I would like to take this opportunity to thank our Friends of the IOQ:

Platinum - Rocktec, Mimico, Real Steel, Locker Group, Sandvik, SKF, Vickers Quarries

Gold - The Webster Family, Advanced Engineering and Russet Engineering

It's been another busy year as IOQ President. We had a joint Conference meeting in November in Rotorua where Adrian Mattinson gave us a rundown on the Conference next year. The Waikato Bay of Plenty committee have worked hard, with the help of the Mattinson team. Everything is falling into place, well done guys and ladies; we really appreciate the big effort that the Branch Chairman Dean Torstonson, his Secretary Les Ward and their willing committee are doing. Pat is talking to our sponsors and trade stand

people and it is pleasing to note that room is not a problem in the Rotorua Events Centre and should help ensure our sponsors feel they are getting good value for their 'money'.

That night, the Waikato/Bay had a branch meeting which gives the IOQ board an opportunity to get out and meet branch members. The guest speaker was Doreen McLeod who spoke on Newmont Waihi Gold. Newmont felt that they needed to capture the mine history from the miners that were still alive before it was lost, so a few years ago, they decided to interview and record the old miner's stories who had worked in the Martha Mine before it closed in the early 1960's. It was a great presentation and one which the 50 odd people attending really enjoyed.

In early October, my wife Kim and I went to London for the UK IOQ Conference which I have reported on later in the newsletter. This doubled as the meeting of the world IOQ President's where we took the opportunity to sit around the table and discuss each individual country's issues.

In late October, both Vice President Gavin Hartley, his wife Diane and Past President George Kelcher and Joanne McGaughey attended the Australian Conference which was held on the Gold Coast, Surfers Paradise. The Rocktec team were present again at the conference so I imagine it became home base for the New Zealand team.

In December the MinEx board will be have a meeting, which I'm sad to say, I can't make; just too much to do, what with work commitments and Xmas shut downs only days away. Our industry has sent in 55 submissions to Minex on the proposed COC. The MinEx Committee has gone through these submissions and have made up a proposed draft conclusion which they then went to the Labour Department for their comment. It was really good to see industry getting behind this hot topic of COCs and at the end, I'm sure we will get something that all parties will be happy with.

At this Stage, I would like to thank Steve Dohnt for the big effort he has put into MinEx, Exito Board and the Exito SAGS. His input on these three boards has been huge. He has represented the interests of both the IOQ and AQA very strongly. We would like to wish him well for the future and I am sure that we will see him at the annual conferences.

In November, I had the good fortune to be able to attend the Waikato/Bay Christmas function. I would say there would have been some sore heads in the Top Rock and Red Bull staff camps the next day! It was an excellent night and it is good to see the industry in such good heart.

I also like to take this opportunity to thank Gavin for all his help and support, Christine as the IOQ Secretary - your hard work behind the scenes is very much appreciated. Thanks to Past President George, your support has been fantastic. To the rest of the Committee, thanks guys - the meetings have been pretty full on with plenty of issues to deal with in NZ.

To the Branch Chairmen and Secretaries around the country, thanks for your help in getting information out to your areas. Field trips and Branch Meetings are what it's all about and I hope to catch up with you in the New Year.

Warwick Leach
President

Institute of Quarrying New Zealand Inc

IOQ BRANCH REPORTS

Report on the Waikato/Bay IOQ Branch Fieldtrip to Locker Group and Hydraulink 30th October 2010 by Warwick Leach

The Waikato Bay Plenty had a field trip on the 30th October up to Auckland to check out the Locker Group factory in East Tamaki and the Hydraulink factory in Pukekohe. We had a reasonably early start with the bus leaving Morrinsville at 7.30am. Onboard were the Matamata Swap boys and the Hamilton Perry boys. The Leach gang got on the bus at Top Rock Drilling's yard at Pokeno. So with about 40 of us, the bus was off. Dean Torstonson had a few words with our bus driver about the ins and outs as to why we have used Greenline Buses over the years. Like all bus trips, there were lots of laughs with Derek Keesing leading the conversation about a bus driver and with everybody having a laugh at the bus driver's expense.

We were met by the Locker Group management team of Lance Bridgford, Lawrence Copestake and Lindsay Cook and were split into two groups where we were given a great tour of the factory. This certainly enlightened all as to how screens are made and the different products they supply to our industry. After the tour we were given tea, coffee and some much appreciated morning tea.

Dean thanked the Locker Management team and staff and then we were back on the bus and off to Pukelohe to the Hydraulink factory.





Dean introducing Lindsay Cook, Lawrence Copestake & Lance Bridgford of the Locker Group

Lee Short and Jason Wilson welcomed us to the site and we were split into three groups for the factory tour. This was another eye-opener for all.



The Hydraulink factory in Pukekohe and Lee Short with one of the groups in the machining room



The V8 simulator and Graham Leach getting the do's and don'ts of the Pukekohe track

They also had the Hydraulink V8 simulator race car operating which proved to be hard work for one of the Leach crew - firstly, having to keep the car on the race track, secondly, not being able to find his way to get the race car off the grass and back on to the track and thirdly, using a wall for brakes!! Next thing, the door opens up and out pops Reg complaining that he is feeling car sick !! The three fastest had a shoot out around the Bathurst track with James West of Gough's winning with the quickest time with Corbin Saunders of Leach's and one of the Perry's crew 2nd and 3rd respectively.

A big thank you to the Hydraulink team who put on a great feed and cold drinks for us after the tour. Then it was back on the bus and heading for home. Rumour has it that the Swap boys made the bus driver stop at the Rangiriri Hotel for a pit stop. It was a great day and well done to Dean and Les for making the field trip an interesting one.



The IOQ Waikato/BoP Branch held their Christmas function in Rotorua on the 27th of November and it was a great night with over one hundred people in attendance.

Our guest speaker was Ngahihi o Te Ra Bidois who some may remember from the conference in Napier. He kept everyone well entertained and some of the guests formed a Kapa Haka Group with the assistance of Ngahi to perform The Haka, including our IOQ National President Warwick Leach, but rather than strike fear into our enemies, we provoked fits of laughter...! It's hard to be a fierce warrior if no one will take you seriously!! Sorry Warwick, but it would be hard to picture you in an All Black line up!



Impromptu Kapa Haka group with some well known industry folks.... Toprock's 'Jethro' baring all !!

Each year we present the Stu Marsden Award to the young individual within our region that shows not only initiative and commitment, but also someone that shows potential to be a future Leader within our Industry. Ray Haley worked through selection criteria to find this individual and presented Kylie McCalman from Tauhara Quarry in Taupo with this award. A well deserved recipient and the first woman to place her name on this trophy and it is very clear to me she has a great career ahead of her.



Ray Haley presenting Kylie McCalman with the Stu Marsden Award

I think I speak for everybody in saying that it was a great night and there would have been quite a few sore heads the next day. The Hotel room service staff were very grateful to the thoughtful individuals that decided to sleep on the floor rather than mess the bed up.

There was also a rumour going round that in the earlier hours of Sunday morning there was a sighting of someone moon walking in their undies at the bar! I have seen the footage and can confirm it was not Michael Jackson!



Geez Harry, that flash catches you out !! and again !!



The Mimico crew in a happy mood.

On behalf of the Waikato Bay of Plenty Branch, I would like to wish everyone a very Merry Christmas and a prosperous new year.

by Dean Torstonson, Waikato/Bay of Plenty Chairman



NORTHLAND BRANCH

Minutes for site visit held at Golden Bay Cement Portland 20/11/2010

A turn-out of seventeen was great to see for our site visit. All personnel met at Opus at 9.15am where we then took a bus to GBC at Portland. Clive Halliday and Richard Frost then inducted all members on to the site. Back onto the bus then up to the face where the marking out of shots was explained and how due to the changing in the LSF (Limestone Saturation Factor) the face loading is a mixture of product from the different tested run of pit.

From here, we popped up to the top of the quarry and browsed over the new landfill Powera. A lot of development work has gone into this and it certainly looks the part.

Our next destination was down to where the imported products are stockpiled. These are added to the brew to ensure that the quality is never compromised. The imported products include Gypsum (Adelaide), Mill Scale (Pacific Steel, Otahuhu) and Limestone (Wilsonville, Hikurangi).

The plant was our next visit and for something that was built in 1957 it sure is in good condition a testimony to all personnel involved in the maintenance of this plant. The plant is currently going through an electrical upgrade that will see the crusher hut moved. The plant is 180 horse power and can handle up to 1200 tonnes per hour feed which is really something. Twin shafts with 33 hammers on each smash the material down. The hammers last were turned two and a half years ago.

The product then makes its way down the 1.6 kilometre belt to the reclaim building. The belt on the conveyer did around 20 something years which is really amazing. The reclaimer was a large piece of equipment that aided in getting the product to the next stage of processing.

The site visit was then concluded with a bus trip around the processing area. We then returned to Opus where a BBQ and refreshments were supplied. The BBQ was awesome and I would like to thank the Graham and the team at Opus for such a wonderful meal. The day then concluded with the raffle.

Thanks to all those that attended your support is really what has made the Northland IOQ a success.

For any queries or suggestions please contact me.
Kind regards

Jason Hinton
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09 420 5045 Work.





REPORT ON THE UK 2010 CONFERENCE – WARWICK LEACH

Kim and I left New Zealand on the 29th September heading to London to the worlds President Meeting and the UK quarry conference. We stayed at the Charing Cross Hotel which is a stone's throw away from Trafalgar Square. This Hotel was built in 1865; its central locality provides an ideal base to explore London.

The first night was the Presidents Dinner which was hosted by David and Margaret Sharman. It was a great night where all the Presidents and their spouses got to catch up, have a drink and network. The South Africa President made it clear he didn't want to talk about rugby - for some unknown reason he thought all I wanted to talk about was Tri-nation.



*Discussing the finer points of Tri Nations.
From left to right: IOQ South Africa President - Riaan Redelinghuys, Middle East representative - Julian Radcliffe, Australian President - David Cilento and me.*

The next day was the Presidents Committee meeting where the Presidents reported to the committee on the outlook for the industry and economy in their respective countries.

The overseas Presidents are:

UK	Martin Isles	Middle East	Julian Radcliffe (past Chairman)
Hong Kong	Nick Lewis	South Africa	Riaan Redelinghuys
Malaysia	Mr Lee Kam Lin	Australia	David Cilento

The Caernarfon award was judged and the winner was an Australia paper on the dangers of high pressured hydraulic oil. It was a great paper which could be used as a topic at a Toolbox meeting. The afternoon was the IOQ AGM. The minutes of annual general meeting were read out and the UK Presidents report was received before electing the new Council for 2010-2011.

The second night was the welcome Dinner. I was lucky enough to sit next to Terry Last, Chief Executive officer of Tarmac Limited UK. Our conversation covered a lot of rugby and who was in the AB squad compared to England and how the UK companies have dealt with the recession. Terry is a past UK President. Also at our table was Peter Barkwill, Deputy Chairman of the UK Council, and a lot of Professors from the University of Derby.

Day 3 saw the awards presented from the Mineral Products Association in association with The Institute of Quarrying. Over 350 people attended this all day affair, where the health and safety awards are presented. Different key note speakers talked on Zero Harm and health and safety materials. Awards included Derby Diplomas, public safety, company vehicles, contractor safety, safe behaviour, leadership training and management systems. There were special awards for companies with less than 100 employees, then the large companies - 100 to 1000, recognition of individuals and Outstanding Excellences in health and safety.



Next day was our field trip - we headed to Stratford (East Enders area) to the 2012 Olympic site. Security was so tight you had to show passports to get in and no photos were allowed to be taken. What a project! The Olympic village includes accommodation for the athletes, shops, restaurants, medical and leisure facilities and large open spaces. Measures are also being taken to protect wildlife during the construction.

The Olympic Stadium, seen here behind the tour group, has been design to feature a stadium bowl holding 25,000 seats, surrounded by 55,000 demounted seats that can be taken away after the games.



The whole site has been designed so that when the games are finished the area is returned to the community with parks, housing, shopping centre as well as sporting venues. They are hoping a London Soccer club will take over the Stadium.



We finished the day off with a visit to Foreman's restaurant and Salmon processing plant where their famous smoked salmon is produced and distributed around the country. It's an old family business that supplies smoked salmon all over UK and is very popular with up-market restaurants. They had to move the factory a year ago because it was on the Olympic site. They survived the move - many businesses didn't.

Salmon Processing Plant – dressed for the occasion!

On the way back in the bus I thanked Jack and his UK team on behalf of the other Presidents for their great hospitality and organising a most interesting and enjoyable conference.

World Presidents with David Sharman having a coffee in a crypt under a church in Trafalgar Square.



A special thank you to Harry Toa and Hinuera Stone. Harry had his carvers make up two gifts carved out of volcanic rock into traditional Maori designs which were presented to David Sharman and Jack Berridge on behalf of the New Zealand IOQ.



WAIKATO EXPRESSWAY CONSTRUCTION STARTS AT TE RAPA

Construction of the Te Rapa section of the SH1 Waikato Expressway was officially started at the end of September with the turning of the first sod by Transport Minister Steven Joyce.

Waikato District Council mayor, Peter Harris, helped celebrate the start of construction and his long time support of the project by operation a digger to excavate the first few buckets of earth, whilst Mr Joyce and Kaumatua Sunna Thompson used a ko, a traditional Maori ground breaking tool gifted to the Waikato Expressway project by local iwi. The sod – turning ceremony was followed by a public information day, where construction plans were shared with the local community and stakeholders.

The construction of the \$194 million Te Rapa section of the Waikato Expressway will support future land – use planning and urban design for Hamilton city. It will also improve traffic flows through the city's northern entrance, near The Base, and will open up further industrial and commercial opportunities for the city and surrounding district.

NZTA regional director, Harry Wilson, says the construction of the Te Rapa section of the Waikato Expressway will create jobs locally and work for local industry as it gears up to support the project. "The intention is that most materials, plant and labour involved in the Te Rapa project will be sourced from this region, including much of the aggregate needed to build the road itself.

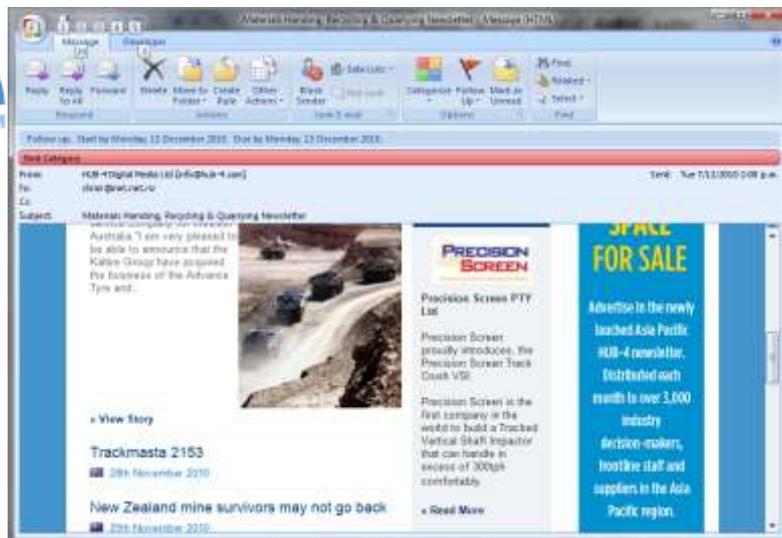
"The start of construction at Te Rapa demonstrates the impressive progress being made across the whole Waikato Expressway project," Mr Wilson adds. "The Waikato Expressway is one of the government's Roads of National Significance which support economic growth through investing in the essential lead transport infrastructure, which will unlock economic potential for the region."

The NZTA is committed to completing the whole of the Waikato Expressway by 2019, with many sections completed before that time. The Te Rapa section will be completed in early 2013. For further information, visit - www.nzta.govt.nz/rons

<http://www.hub-4.com/magazines/issue15/>



This newsletter dropped in to my In Box recently and it has some articles that may be of interest to some of you – use the link above to subscribe. It is published in the UK and currently sent to around 3,000 people.



GOUGHS CAT TRAVEL REPORT

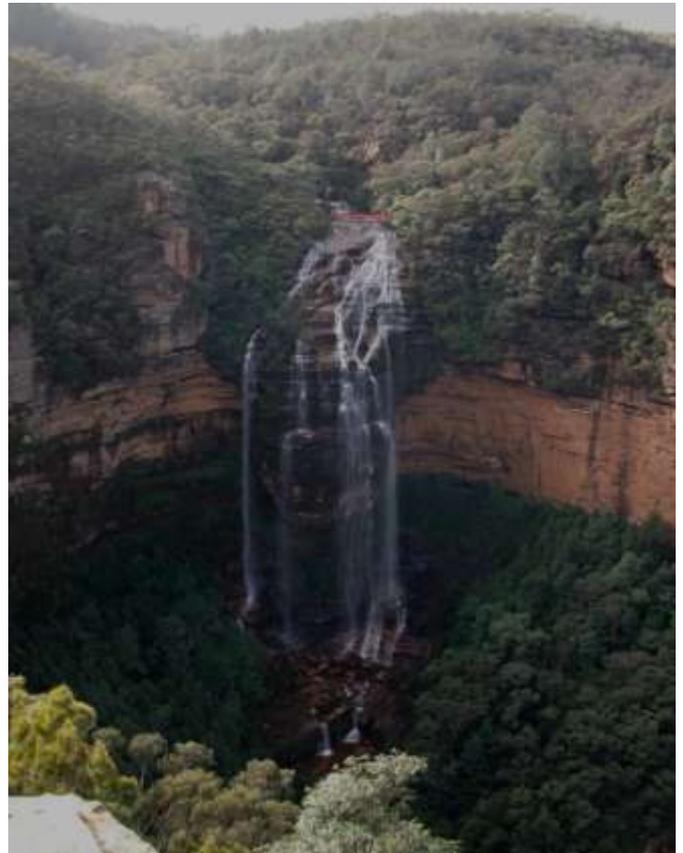
TIM KENNEDY – 2009 AWARD WINNER

The key areas I was interested in are how Cat are dealing with the increased demand for their products along with monitoring and support for the machinery and the issue of training their own staff and ensuring the operators of the machinery are also trained.

The trip started with a visit to the sales centre and support yard for Westrac in Sydney who are the cat agents.

The scale of demand for machinery is clear even in the middle of Sydney with a large sales and support team along with an impressive parts facility. This scale started to make sense when we went out into the yard where they had a D11 ready for delivery and several small trucks 50 tonne plus being assembled to meet delivery dates.

The next part of tour included travelling up through the Blue Mountains to the hunter valley to look at the Westrac facility that services the large mining operations in the area.



Westrac support yard

As we were travelling a client called whose operation falls within the small contractor category with an order for three 775 trucks, 1 D11, one 385 and 140m grader as his contract to clean up behind the main contractor on site been increased to keep up with demand.

We arrived at the workshop 2.30 pm and spent to 7pm walking through the different areas of operations. This still did not give us enough time to cover all of the areas in any detail. To put this into perspective you need to understand the scale of operations they are currently working on. In one part of the yard which is a hardstand open area there are nine large trucks being assembled; these are a mix of 793 and 789 units and part of one order for an expansion at one of the mine sites. The total order for this mine consists of 20 793s, ten 789s and one D11. To add to the challenge these trucks all need to be fitted with sound proofing kits to meet the new consent conditions. This involved extra baffles in front of the radiator and totally inclosing engine and transmissions as well as extra covers over the exhaust systems. The next shipment of trucks were going to have the sound proofing kits supplied ex factory and would be classed as the XQ pack.



As you would expect there is always something the client requires and in this case it was that the operators were not allowed to enter under the cover of the machine. All the prestart checks had to be able to be



completed without going under truck bodies. This meant all of the oil level indicators had to be moved or changed and even the batteries were moved down to the lower bumper level.

Due to the sound proofing being made on site there was the need to paint the trucks once this work had been completed. Enter the new paint shop from hell. This had only just been completed the week before I arrived. The assembly operations worked two nine hour shifts seven days a week.

The work shop was set up to enable the largest machine to brought in and completely stripped to bare cassis so they could have each structural part x-rayed to check for fatigue or stress cracks. They had one truck that had completed 70000hrs and was due to be retired at 80000hrs.

The engine shop had a six month workload pre booked. With the combination of monitoring oil condition, exhaust output and fuel burn they are able to give an accurate report on engine condition. This information has allowed Westrac to be able to give a fixed quote to rebuild the engines based on the results of these tests. They are working on an exchange option for complete engine and transmission refit. The monitoring has also highlighted areas where some oils were not giving the best performance with breakdown or contamination occurring before the scheduled service times. All engines and transmissions are run up on a dyno machine for 8 hrs before being released.

The Cat information tracking system is an interesting tool. At first I thought this may be good for a large site but of fairly limited use otherwise. One of the customer reps was with us and he explained that he was with contractor that had machines spread over several mine sites and was trying to get machine hours and work detail so he could invoice work and programme plant movement between sites. He was struggling to get phone contact with his



site supervisors to confirm hours and work load. The Cat rep simply connected to the site and was able to give an up to date hour clock reading and history of movement on the site. This saved the Contractor considerable time and also helped in programming work for the machines.

Next we had a site visit to the Bolga coal mine. They operate the largest dragline in the hunter valley. At the time of our visit they had shut it down for repairs. This was a three month shut down at a cost of 35 million dollars. The cost to rebuild the main winch drum was 3.8 million.



Largest dragline in Hunter Valley

To get into the site even as a visitor who was going to be escorted at all times and was not going to operate any plant I had to complete a 10 slide power point presentation and on successful completion I was issued a visitor tag. On several sites you have to complete an alcohol and drug test before you enter the site even as a visitor.

Tim in the dragline bucket

Most of the trucks at the mine were working 6000 hrs per year; the mine has a relief crew who operated the machines during breaks. At the time of my visit it



had rained for the previous two days and the site had just started back in production. The diesel electric units were not allowed to run until the haul roads had dried enough so they would not slide, this could cause over speed and damage to the truck. I was surprised that the electric units were noisier than the standard diesel units.



The overburden ratio for coal in the area can run as high as 7 to 1. The haul roads are made of overburden and do not have any crushed aggregate on due to cost. This makes the roads very slippery with coal dust after any rain. There is also the difficulty of grading the road as the material in the pavement can be anything from fines up to 1 meter in size and the grader has to deal with these when trying to cut the road surface.

We left the hunter valley and were heading to the coal port in New Castle to look at the upgrade of the ship loading facility. The current volume through the port is 800,000 tonnes per year and the upgrade is targeting 2 million tonnes per year. All this upgrade work has to be done with the port still in full operation. Unfortunately we had a change of plans as the person we were due to meet had been called to an unscheduled safety meeting and his comment was that no one escapes one of these on time or unscathed.



I then travelled to Melbourne to look at several quarry operations and to visit the Cat training centre and parts facility. The first quarry visit was to Fulton Hogan Tynoong site, a granite quarry producing around 700,000 tonnes of road base and concrete aggregate per year. I was surprised to learn one of the greatest issues facing them was the discharge of water from the site. The main concern from the local authority was the level of salt in the water as this tends to leach out of rock. The granite is extremely abrasive with digger buckets being serviced every two weeks to keep up with wear which is compounded when working in water. They were running a new cat ridged dump truck with the centre mounted cab, the first of its type to be put into service in Australia. The operators said it took a couple of days to get used to the new driving position but once this was achieved they were very pleased with the operation and performance of the truck.

The next quarry was the Holcim Oaklands Junction quarry which is the largest quarry in the Melbourne area producing up to 2 million tonnes per year. The plant works two shifts with a 4 hour maintenance shift each night. The lab based in the quarry runs to 2 am each day with the plant running an automatic sampling system. There was 26 staff working on the site at time of my visit.



The load and haul of blast rock was being done by a contractor using a cat 994 frontend loader and 777 cat trucks. I asked what the tyre wear was like and the response was the old fella was the best operator they had and he controlled the floor area and if he wanted to stop work early on a Friday then that is what happened as he would always achieve target with minimal wear on all the machinery.

The drill working on the site was a new model. The bench he was drilling was 12 metres high and he would go through two drill bits per hole in some areas of the quarry.

Next we visited the Cat parts and training centre. The parts facility is being up graded with a new second floor being added for smaller parts. This enabled all the parts to be kept within the one site reducing costs and making it more efficient for putting orders together for shipment. They also built rock bodies for some of the ridged mine trucks at this site. These were built in three parts and were packaged up for shipment with the two sides set inside each other and the floor used as a base. These were often put together at the mine site to keep transport costs down.



We were also lucky to see the first Cat road truck as a Cab and chassis that had been assembled in Australia. The assembly line was still being put together and this first truck had been a trial to see how the layout was going to work. We were not allowed to take photos and they took the keys out when I offered to do a time trial around building.

We then looked through the training centre where there were full facilities to strip machinery and totally rebuild them. They had a D7 dozer and a grader as full machinery and several engines ranging from 4 cylinders to V16s. They also catered for road trucks and had three units in the shop in different stages of repair. It was interesting to see that the basics had not changed over the years with every apprentice required to strip down the machines and rebuild them from scratch. This is one of the issues we tend to deal with today as often engines and transmissions are sent away to be rebuilt so the apprentice will never get to work on these.

The delivery and scope of the operator training programmes was interesting subject as one of the people who was on the site visit had just had four of his operators complete a loader operations unit. Three of these operators had been working in the quarry for several years; two of the operators had to re sit parts of the programme as they were required to have a full understanding of how each part of the machine worked. The manager commented that all the operators who went on the course felt it was good value and the manager said he was pleased that Cat was able to tailor the training to suit his needs for the site. It was very pleasing to see that it was not simply a course where you turned up and got a certificate at the end.

Summary

The trip was a great experience that I would not have been able to do without the support from Goughs /Cat or the IOQ/AQA. The one thing that stood out through the whole trip from the time we started to organise the destination and site visits was that everyone was prepared to give their time and resources to allow me to see a small part of what they did. Everyone was passionate and enthusiastic about their work. They all had the same issues we deal with every day but they believed in the product and service they were delivering.



An email sent to the IOQ Secretary from DANNY DUKE, AUSTRALIA RE QUARRY INDUSTRY STUDY TOUR TO SPAIN

Registrations going well, but there is still room for you...

Global Connection has received a total of 16 registrations for next year's tour and a further six (6) people have advised that they are coming but are yet to register. This level of confirmed registrations is better than for previous tours, this far ahead of departure, but it is not too late for you to join the tour.

Passport details required before site visits

Maxam have advised that it is a requirement that we provide passport details for visitors to the quarry on 11 April and to the explosives factory on 13 April two (2) to three (3) months in advance.

If you are coming on the tour please register before the end of January 2011 so that we have time to get a list of who is going on the site visits and forward their passport details to Spain.

Outline of Study Tour

In 2011 Zaragoza, Spain hosts the 15th SMOPYC Trade Show. We have arranged a fully escorted trip in for members of the quarry and related industries and their partners that will include two days at this international trade show of public works, construction and mining machinery, building products and building and construction materials, plus three industry site visits.

Tour Programme 3 – 15 April

Sunday 3 rd	Tour group arrives	Madrid Airport
Monday 4 th	Site visit	Maxam Civil Explosives, Madrid
Tuesday 5 th	Travel by coach	Madrid to Zaragoza
Wednesday 6 th	Attend SMOPYC (trade show)	Feria de Zaragoza, Zaragoza
Thursday 7 th	Attend SMOPYC (trade show)	As above
Friday 8 th	Travel by coach	Zaragoza to Barcelona
Saturday 9 th	Free time	Barcelona
Sunday 10 th	Free time	Barcelona
Monday 11 th	Site visit	Barcelona area
Tuesday 12 th	Travel by coach	Barcelona to Bilbao
Wednesday 13 th	Factory visit	Maxam Explosives Factory, Galdakao
Thursday 14 th	Travel by coach	Bilbao to Madrid
Friday 15 th	group departs	Madrid Airport

Partner's Programme

As in the previous study tours, partners are welcome to attend the tradeshow and the site visits but are free to enjoy the sites of the various places we will be visiting. The cities we are visiting are famous for their architecture, culture etc. Where ever practical guided tours will be organised as part of the program, but there will also be ample free time available.

Tour Website...

By activating the following link you will see the following pages that cover the details of our tour:

- 'Welcome' page provides an overview of the tour and a **link for your registration for the tour**
- 'Spain' page provides information on the major cities we are visiting
- 'Itinerary' page is a detailed rundown of the tour program
- 'Technical Programme' page outlines the site visits and tradeshow activities that are the core of the tour
- 'Price & Inclusions' page includes these details
- 'Flights' page provides options you might like to consider
- 'Hotels' page is awaiting details from Trafalgar
- 'Travel Insurance' page provides an option you might like to choose
- 'Booking Condition' page includes these details

TO REGISTER - www.eiseverywhere.com/ehome/index.php?eventid=13658

Secure Your Place on the Tour Now...

As advised earlier, our tour party will be limited to a maximum of 32 and so you are encouraged to secure your place on the tour by activating the 'New Registration' link providing your details and, at least, paying a deposit.

If you have any friends or colleagues that you know or believe would be interested in joining us next year please do not hesitate to pass this information on to them.





KEY LINKS

IOQ NZ Inc.....	www.ioqnz.co.nz
AQA.....	www.aqa.org.nz
EXITO	www.exito.org.nz
NZMIA.....	www.minerals.co.nz
MinEx Health & Safety Council	www.minex.org.nz
Australian Institute of Quarrying	www.quarry.com.au
UK Institute of Quarrying:.....	www.quarrying.org
SKF	www.skf.co.nz
Locker Group	www.lockernz.co.nz
Real Steel	www.realsteel.co.nz
Rocktec	www.rocktec.co.nz
Mimico.....	www.mimico.co.nz
Sandvik.....	www.sandvik.com
Advanced Engineering	www.advancedeng.co.nz
Russets Engineering.....	www.russet.co.nz
Vickers Quarries.....	vg@xtra.co.nz

For further information on the Joint AQA / IOQ Conference see QuarryNZ site: www.quarrynz.com



**MERRY CHRISTMAS EVERYONE – HAVE A HAPPY FESTIVE SEASON
AND VERY BEST WISHES FOR A PROSPEROUS AND SUCCESSFUL NEW YEAR 2011!**



If any readers of the IOQ newsletter have any thoughts or requests for additional items, information or ideas for content feedback to the Secretary would be appreciated so email your thoughts and ideas to chrisr@inet.net.nz.

Reminder:

Subscription invoices will be sent out early in the New Year as the financial year for the IOQ finishes on 31 December 2010. Anyone with email or mailing address changes if you could let me know it would be much appreciated – thanks. C Dodds, Secretary/Treasurer.

