



Looking back and forward

The challenges of running a quarry don't end at the gate. See J Swap's roading nightmare on pages 37 & 38.

This is my last Chair's introduction to Aggregate News. I regret that my new job as Regional Manager for Fulton Hogan in Central Otago is making it more difficult to do justice to the chair's role. That is even more so because of the uplift in what the AQA is now tackling since we appointed Wayne Scott to the Chief Executive's job. I will step down from the AQA board after our QuarryNZ AGM in July in Invercargill.

As AQA members you then have the opportunity to review our organisation's performance and I look forward to your questions. Can I ask that you do read my exit interview on page 39 as I don't think the scale of change we've embarked on in the past year – and the emerging benefits for our sector – are understood and appreciated.

My key departure message is we've begun embracing our future – but that future belongs to and depends on every one of us who cherishes this dynamic sector we are privileged to work in.

I do hope we might develop this conversation at the QuarryNZ conference, which I'd urge you to now register for if you've not done so already. And please also pencil in October 5 for the 50th anniversary function for the AQA, to be held at the recently re-opened Christchurch Town Hall. Details on arrangements soon. At the function, AQA will announce the winners of its Rock our Future competition for primary/Intermediate school students. I encourage you to support any school in your patch which wants to enter – especially if you have children

or grandchildren. We need to encourage our children to think about quarrying as part of their future. See story on page 39.

If you need a reminder of how serious are some of the challenges we face, read the story on pages 37 and 38, about J Swap's 'Black Thursday' when company trucks were involved in a fatal, a second serious injury accident and a near-miss, all on the same day. Michael Swap has been telling people for many months that fatalities were going to happen on Waikato intersections that can't cope with increased traffic volumes and which his company's trucks are forced to cross multiple times every day. I can only hope the story helps get authorities focused on these issues before another death occurs.

And as always, Mike Chilton gives us his technical update on page 41.

It's been a pleasure working with him, Wayne, Brendon and the newer staff from the Straterra office who are now also engaged with AQA and MinEx.

Thanks to you all and especially Fulton Hogan for the support I've had during my time as chair. It's been great to work collectively for our industry and I will continue doing that in other ways.

Jared Johnston
Chair, AQA



Jared Johnston.

URGENT MESSAGE TO GOVT:

Act on these killer intersections

Michael Swap warned a year ago that there would be a fatality involving a truck near a local intersection. In May last year, he went with Aggregate News around Waikato/Bay of Plenty, showing the intersections where his company's trucks were already reporting a string of near misses.



SH1/Karapiro Rd – one of several nightmare intersections in Waikato.

On March 14th not only was there a fatality involving a J Swap truck, on the very same morning there was a serious injury accident after a young woman's car collided with another J Swap truck on a backroad intersection. She was helicoptered to hospital with serious injuries. That same afternoon, a third J Swap truck was involved in a near miss at an intersection close to that of the morning's fatality. A witness rang the company to report how incredulous he was that the truck had avoided the vehicle.

The earlier morning fatality saw a J Swap veteran driver with 40+ years experience on leave for two months.

This is not just affecting the quarry sector. Traffic continues to grow in Waikato/Bay of Plenty to the point where the Bay of Plenty Times is running a campaign – Gridlock – which has identified that Tauranga's traffic congestion now rivals Auckland.

Michael Swap has been driving for 25 years in and around Waikato/BOP.

"The past two to three years it feels like the intensity of the traffic is so much greater. The road network from Hamilton to Tauranga has seen huge growth in freight, commuter, passenger and tourist numbers."

Average daily traffic volumes on SH1 at Karapiro Rd – near J Swap's major Taotoaroa quarry – rose 900 a year from 2013-18 – to more than 19,000 a day.

This is a sweeping bend which both J Swap trucks travelling from its Taotoaroa quarry and those from nearby Winstone's Whitehall quarry, have to cross. It was one of the intersections Michael Swap identified last year as a fatality waiting to happen. Those who attended last year's QuarryNZ conference visit to the Taotoaroa quarry may recall the intersection which was scary to exit in a bus; imagine driving a truck and trailer across what is the first major intersection experienced by someone who may have driven from Auckland (or its airport) nearly all the way on both motorway and expressway.

Michael says he now acts very cautiously at intersections like these.

"I find myself staying back as far as I can." That's because he's seen too many drivers taking too many risks on the intersection.

If car drivers find intersections like SH29/SH1 a challenge, imagine what it's like for the driver of a 50-tonne truck and trailer unit trying to get across safely.



Darrell and Annette Conder own Chooky's Auto – a business which sits on the SH29/Hopkins Rd intersection which is the turn-off to the Hobbiton movie set near Matamata. There are so many accidents there, the business has an Emergency Plan – with people variously designated to ring 111, do traffic management, help any victims.

Hobbiton is consented for 300,000 visitors annually and is already attracting more than 500,000 day visitors a year with many more at night – and is now seeking resource consents to host more. Evidence presented to the consent hearing on behalf of NZTA, stated there have been 11 reported crashes at SH29-Hopkins Rd since 2012. Since 2007, there have been 16 crashes at the SH1-Karapiro intersection.

Darrell Conder was the witness to the March 14th near miss involving the J Swap truck.

Annette Conder says, "He says it was just the sheer driving skills of the J Swaps driver that avoided it."

But the couple see such near misses three to four times

every day and an accident on the intersection every three to four weeks. Their apprentice is still off work after a tourist took him out pre-Christmas on another nearby intersection – just minutes after he'd been helping with an accident near the Conder's business. Annette told the Hobbiton resource consent hearing that the tourist destination was a victim of its own success, and if another person died on the roads leading to the site, it would be the fault of those who did nothing to prevent it.

Ian Wilson monitors roading issues for J Swap. He says April was one of the worst months for road fatalities in recent years. A Ministry of Transport report in 2017, found vehicle kilometres travelled as the primary cause of road trauma increase on New Zealand roads.

"We are seeing considerable growth in the number of vehicles and the kilometres travelled on our roads as a result of a buoyant economy. Yet there's very little investment in roading improvements. And in rural areas, there's no public transport which the current Government is trying to increase."

Ian notes as the last election approached, the previous Government was close to approving an extension to the current Expressway that currently ends just south of Cambridge. This would have taken it past both the SH29/SH1 intersection and also past the SH1/Karapiro Rd intersection.

"Eighteen months after the election the only physical road safety measure implemented is a one kilometre section of wide centreline and a right-hand turning bay into a boat ramp."

Michael Swap has now written to the Minister of Transport, Phil Twyford, outlining his company's 'black day' and seeking to meet urgently with the Minister and his officials to gain assurances that improvements at intersections are moved to the top of roading priority lists.

"I just hope we can get some changes before there are more fatalities." **AQA**

The Aggregate & Quarry Association appreciates the support of our associate members

aqa





AQA chair Jared Johnston is stepping down at July's AGM. He outlines what has been achieved and what remains to be done.

Jared Johnson truly regrets having to leave the AQA chair after just a year in the role because of a more hands-on job as a regional manager for Fulton Hogan. However, he's pleased with what's been delivered.

First off was appointing Wayne Scott whom he credits with having set a cracking pace in his dual role as CEO of AQA and MinEx.

"The biggest single thing has been the lift in our industry's profile with central Government. We've met Ministers and delivered our AQA positioning paper to them as well as much more engagement with departmental officials.

"We've also developed our first Strategic Plan in some years with the key focus being improved training, planning, technical and health and safety outcomes.

"Nor can you over-estimate the benefits flowing from sharing an office with Straterra & MinEx in a central Wellington location. We've had three meetings in recent months with Energy/Resources Minister Megan Woods alone."

Jared is confident initiatives, such as the application from AQA/GNS to the Provincial Growth Fund to support completion of a national survey of aggregates, will bring major advances for the quarry sector.

"More than that, we're getting feedback from Government officials about the energy that is emerging from the AQA. We are getting noticed."

That has not meant being shy about issues such as NZTA's lack of engagement on new M/4 testing requirements. "No apologies there, this could be major for our sector."

Just as importantly, Jared says the re-activated AQA Planning Committee is providing input to every council long

term plan. Additionally, genuine letters of support are generated from AQA for quarries seeking to progress developments.

"We are able to assist our members in these areas because of the synergies and efficiencies we are gaining with Straterra. "

Training is another area where real progress is being made, with 40 people now engaged in the extractive apprenticeship scheme which Wayne has driven.

Some challenges are now posed by the Government's rapid efforts to bring industry training organisations under a national polytechnic umbrella which Jared believes has the potential to crumple our sector's training framework.

"We are working closely with our colleagues at IOQNZ to understand the impacts of those proposals on our industry and respond."

Despite a lot of progress, Jared says real challenges lie ahead for AQA.

"Everything is getting harder. Pavement failures in the North Island are driving increasing technical specifications; inevitably, if not addressed, that will mean more quality assurance and increasing production costs.

"We also continue to have to work hard on our social licence issues. I guess what I'm saying as I step back from the AQA board is this isn't the time to button off."

He acknowledges his Board, particularly deputy Mike Higgins and Wayne Scott.

"We've begun a journey but it isn't an over-statement to say our industry's future is at stake. We've made a great start. Let's all ensure we keep it up." **AQA**

Taranaki rocks into the future

Two busloads of excited Taranaki children visited Vickers Quarries near Stratford as part of their preparation for the AQA's Rock our Future schools competition.

AQA Chief Executive Wayne Scott was on hand with Vickers staff to help host the visit from children attending Fitzroy Primary School in New Plymouth.

"This was the first time I'm aware of that school children have visited a quarry to get information to support AQA's Rock our Future competition."

"It was great to have Russell Vickers there to help welcome them. He's one of our industry patriarchs and his support for this initiative is a signal of how we need the next generations."

Russell's sons Kevin and Noddy and granddaughter Georgie were also on hand for the Fitzroy pupils.

Georgie Vickers told the students about the 'amazing' York Rd loop track which you can visit to see the Egmont branch railway quarry which provided metal at the turn of the century. The crusher was operated by water turbines – a key point for the visitors as the competition is around designing a quarry of the future using renewable energy.

"What I'd now urge other quarries to do is encourage a local school in their area to get on board and enter the competition. This is getting children, teachers and parents to look at what we do in quarries."

Wayne Scott says the Fitzroy students also had current quarry operations explained and were shown mobile equipment, asking such questions as what quarries contributed and how much fuel they used.

The 89 pupils were only those who expressed interest in the quarry visit but made up nearly a quarter of Fitzroy School's roll of 400 students. While Fitzroy teachers are supporting the students to enter, the father of one of the students was coordinating the school's response to the project.

"It was a great start to the AQA's Rock Our Future competition," says Wayne. "What I'd now urge other quarries to do is encourage a local school in their area to get on board and enter the competition. This is getting children, teachers and parents to look at what we do in quarries."

Wayne will himself visit Fitzroy School next month to help students complete their preparation for the competition.

Details of the AQA's Rock our Future competition are available on the AQA website. It's open to students from years 5-8 (Primer 3 + 4 and Standard 1 and 2 in old parlance.)

The winners of the competition will be announced at the



A scoop of children from Fitzroy Primary at Vickers Quarries for the AQA's Rock our Future competition.



Georgie Vickers tells Fitzroy School pupils about the Egmont branch railway quarry with Grandfather Russell, Dad Noddy and Kevin Vickers there in support.

AQA's 50th anniversary function being held at the newly re-opened Christchurch Town Hall on Saturday October 5. Details will be announced shortly but attendance will be limited to 120 so early expressions of interest to Wayne are advised – wayne@aqa.org.nz

And this is the last Aggregate News prior to the QuarryNZ conference, so a reminder that registrations are now advisable for the July 17-19 event in Invercargill.

As always, it's a jam-packed three days and our hosts are promising that they will deliver on their theme – Southern Rock Anchoring NZ. **AQA**

Technical Issues for Members

Marginal Aggregates Specification

- NZTA has gone to great lengths to align this project with its work towards fit-for-purpose aggregate use. In other words, using premium aggregate where it is justified and making best use of local material where possible to sustain supply of premium aggregate.
- At the moment, project managers WSP Opus is refreshing the M/3 Notes and M/4 Specification to align with more performance-based criteria, not just the current specification requirements.
- WSP Opus is also looking at continual compaction monitoring for rollers as a way of ensuring tighter quality controls.
- During May, NZTA was canvassing industry thoughts on using marginal and recycled aggregates in roading to help with its research.



NZTA wants to see more marginal and recycled aggregate used.

M/4

- Adoption of the new way forward for M/4 statistical acceptance is getting closer.
- John Donbavand from NZTA and Tiffany Lester from WSP Opus are going to be introducing the changes at QuarryNZ 2019 conference in Invercargill in July.
- The new system is still planned to be introduced at the start of 2020 as a trial, while information is gathered to inform the percentage within limits criteria.

MITO

- The MITO Industry Council Director Appointment Panel has completed interviews for the MITO director vacancies becoming available this year. New directors will be confirmed at the AGM in June after the Industry Council meets at the end of May.
- MITO has submitted on the Government's proposed vocational education reforms.

CCNZ Quality Assurance for Aggregates

- CCNZ has rewritten and rebranded the old RNZ9805 document on quality assurance for roading aggregates. It should be available on its website shortly – after the final ratification process.

WorkSafe CPD Review Workshops

- WorkSafe is running 10 workshops around New Zealand on CPD and seeking feedback on the current system.
- Written submissions will close on 1 July so please make sure your voice is heard.
- AQA will be preparing a submission so if you'd prefer to submit through AQA, send your thoughts to tech@aqa.org.nz **AQA**

AQA Board

Chair

Jared Johnston
Fulton Hogan

Deputy Chair

Mike Higgins
J Swap Contractors

Board Members

Jayden Ellis
Stevenson Construction Materials

Matt George
Winstone Aggregates

Tony Hunter
Blackhead Quarries

George Kelcher
Road Metals

Brian Roche
Ravensdown

Brett Swain
Southern Screenworks

Technical Committee

Chair

Clare Dring
Fulton Hogan

Greg Arnold
Road Science

Jayden Ellis
Stevenson Construction Materials

James Mackechnie
Concrete NZ

Stacy Goldsworthy
Civil Contractors

David Morgan
GBC Winstone

Aggregate & Quarry Association of NZ

P O Box 10-668
Ground floor 93 The Terrace
Wellington 6143
0800 469 272

Chief Executive Wayne Scott
wayne@aqa.org.nz
021 944 336

www.aqa.org.nz

