

Boral Maldon Operations

Managing the resources that grow greater Sydney

November 2018

Our Maldon Operations are a critical component in supplying the building and construction needs of the Wollondilly, Macarthur and greater Sydney regions. Our Cement, Concrete and Quarries teams are pleased to provide this update to our valued community.

Connect with Boral Maldon

Cement Works: 4640 0200
 Concrete Plant: 4677 1678
 Quarries Terminal: 4677 2946
 Email: feedback@boral.com.au
 Hours: Activity occurs 24 hours
 Check website for detail.

Following a new (train) path...

Our Quarries Terminal, located at the 'river end' of Maldon Bridge Road behind the Cement Works, forms a key link in the chain which supplies building and construction materials to the Sydney market.

Opened at the start of **2014**, the Terminal was built to receive trains of hard rock **aggregates** from the **Peppertree Quarry** at Marulan South. These aggregates are the core 'ingredient' of essential building materials such as **concrete** and **asphalt**.



Once unloaded at the Terminal, the aggregates are **stockpiled** according to their type before being loaded onto **truck-and-dog** combinations ('**tippers**') for road delivery to customers all over the metropolitan region.

The Terminal is one of **three** transfer facilities Boral owns and operates across Sydney. The other two are at **St Peters**, near Sydney Airport, and **Enfield** in the Canterbury-Bankstown area.

Managing the movement of materials (also received from our quarries at **Dunmore** near Kiama, and **Peats**

Ridge on the Central Coast) through the three terminals is like a huge, ongoing game of chess.

Apart from ensuring space is available at the sites to take the aggregates, each terminal must carefully coordinate the arrival and departure of trains with the availability of rail '**pathways**', or empty slots on the rail lines, as controlled by the rail operators.



As we know, trains aren't able to overtake each other like vehicles on the road can. Accordingly, demand for rail pathways amongst freight and passenger rail users in NSW is always at a premium.

The balancing act between obtaining rail pathways when they become available, and meeting customer needs in a timely fashion, means we've been looking at being more flexible on how we move our trains.

Since Maldon Terminal started up, a typical day will see **two** trains arrive and depart in the **early-to-mid morning** and **early-to-mid evening**.

However, our planning approval allows for **24 hour** acceptance and unloading of trains at the Terminal. As a result, from **December** we've decided to begin accepting train arrivals in the early morning hours.



More information? www.boral.com.au/maldon.

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While times will be influenced by the pathways made available to us by rail operators, we're expecting trains will normally arrive at Maldon around **1-2am**.

Although we don't expect these new arrangements to be noticeable from outside our boundaries, we're very keen to hear from any neighbours should attention be drawn by any new sights, sounds or similar.

You can call the Terminal on **4677 2946**, or send an email to our feedback@boral.com.au address to raise issues or make comments. As always, your feedback will greatly help us to manage this transition.



Turning trucks into trains

Rail transport is the preferred method of many organisations which need to shift large volumes of materials and goods across the expanse of our nation.

The efficiency afforded through the use of freight trains stems from being able to move significant amounts of product at the one time, reducing the delay and cost which would be incurred if using a fleet of heavy road vehicles to do the same job.

For this reason, we're constantly examining opportunities to make better use of the connection our sites have to railway lines. For Boral Cement, this has recently included a review of **isotainer** technology.

An isotainer is a vessel which looks like the trailer of the cement tankers you see travelling back and forward along Picton Road every day.

The rounded part, however, sits inside a rectangular frame, making it easier to load and unload, and stack.

The holding capacity of an isotainer is the same as that of a cement tanker. Given a train loaded with isotainers can have up to **56** on board, it could mean that as much as **400 000** tonnes of cement products could be moved in this way each year.



In this instance, those living and working around Maldon would really notice a difference in the number of trucks using local roads. We've estimated that integrating isotainers into our logistics could mean up to **75 trucks a week** could be taken off the roads.

While no decisions about isotainers at Maldon have yet been made, our investigations mean we're considering establishing an **isotainer facility** soon. If we proceed, we'll keep the community posted.



Keeping trucks in check...

Another challenge we have at our Maldon Operations (as well as many sites) is ensuring our use of heavy vehicle transport does not have an undue effect on those who live and work in proximity to our sites.

We've recently received feedback about our heavy vehicles at Maldon regarding excessive engine brake noise, as well as materials spillage from trailers.

There's several things we do to ensure truck-related concerns are managed. Firstly, all Boral fleet drivers receive an **induction** which is specific to Maldon.

As part of this induction, features such as nearby residences are pointed out to ensure drivers remain aware of the needs of others in the community with respect to both safety and amenity.

Boral drivers also sign a **Code of Conduct** as part of their employment. The Code outlines expectations, highlights our electronic monitoring of vehicles, and details consequences for inappropriate driving.

Drivers and site-based employees are also regularly **'toolboxed'** about keeping loads clear of the loose debris which can fall onto roadways.

As an additional assurance, a **road sweeper** operates **four** hours a day each weekday along Maldon Bridge Road, from the sites to Picton Road roundabout. The sweeper helps to remove any materials which may have fallen from our and other vehicles over time.

Anyone who sees an instance of poor driver behaviour (whether a Boral vehicle or not), experiences excessive noise, or notices a material spill, is strongly encouraged to notify us using the site numbers on the front page, or our 'feedback' email address.

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