Beyond the Front Gate

Building Communities

Photo credit: Kathmandu Coast to Coast

Fulton Hogan

Fulton Hogan from Coast to Coast

The Coast to Coast is the brain child of Robin Judkins. In 1982, along with 11 mates he pioneered the same 243km course which is used today. The look and feel of the race was considerably more relaxed than it is today. The race began attracting vast publicity and this media attention continues to this day. Winning the Coast to Coast has become a hugely prestigious achievement.

Held every February, the Coast to Coast has become an iconic event and this year was no different. The race starts on the West Coast, at Kumara Beach and traverses the width of the South Island, crossing the main divide and finishing on the East Coast with the finish at the Pier on New Brighton Beach.

The One Day race was introduced in 1989 and has the title of the World Multi-sport Championship with the top athletes covering the entire course in close to 11 hours. The other end of the field sees some competitors in the Two Day race taking closer to 24 hours.

This year saw the inclusion of many entrants from the various parts of the Fulton Hogan business, and from across the spectrum of the workforce. These competitors left on foot from the black sands and lush windswept landscapes on the West Coast, running 2.2km inland to their waiting bikes. They then followed the Taramakau River to the foothills of the Southern Alps where they switched their bikes for running shoes and the first true test of the course.

The next challenge was the 30.5km run which is mainly off trail with the rocky riverbed often the only direct line up the valley. Competitors encountered multiple river crossings with frigid crystal clear water and an elevation gain of nearly 800m on their way to Goat Pass and the start of the descent. With the very fastest athletes taking nearly 3 hours the run was as much a test of co-ordination and strength as it was outright speed.

A short 15km ride followed before the second jewel in the course. The mighty Waimakariri River. 70kms of braids and a stunning gorge, the river section was for many both the highlight and the crux of the race. The water was low, but flowed swiftly in places.. It took the competitors from the heart of the Southern Alps out on to the Canterbury Plains where just one final 70km ride stood between competitors and the finish on the East Coast at the New Brighton Pier to a loud and often rowdy welcome from well-wishers waiting to see their friends, family and teammates trudge up the last leg and under the finish line archway.

Finishing in credible placings in their categories were:

1. Craig Stewart, Carl Bevins, Charles Todhunter in the Corporate teams section, came in 2nd place overall. Craig is South Island General Manager, Carl is South Island Commercial Manager and Charles farms in North Canterbury.
2. Jane and Mike Robins in the Tandem Family section, coming in 4th overall. Jane is Executive Assistant to Craig Stewart, South Island General Manager.
3. Kim de Leijer, competed in the 2 day Women Open Individual placing 26th. Kim is a Comunications Advisor at Fulton Hogan Corporate office.
4. Clare O'Hagan competed in the 2 day Women's Open Individual. Clare is an IT Business Analyst.

5. Scott Payne and his father, competed in the 2 person team. Scott is the Paving Department Manager from Dunedin.
6. Rowan Tumai. Rowan competed in the tandem male team. Rowan is a drainage engineer.

Well done to all participants!

FEB 2019

In this issue

Dust mitigation: Positive results from real live dust monitoring...

More on page 2/3.

Riccarton Road upgrade continues...

More on Page 4.

Templeton fires caused by passing train...

More on Page 4.

Q's

Dust monitoring

Positive results from real time dust monitoring

The benefit of real time monitoring is that you know how much dust is in the air in real-time – minute by minute. The operational advantages of real time monitoring are considerable. The monitor can trigger an alert the very minute that dust levels increase beyond an acceptable level. This gives the site manager a chance to respond by putting in place dust control measures such as water misters, foggers and water trucks.

Many real-time dust monitors are also able to send SMS/text alerts out to nominated site managers. The site managers will be alerted to a problem and can implement dust control measures. Many real-time dust monitors can be linked to a strobe via a relay output.

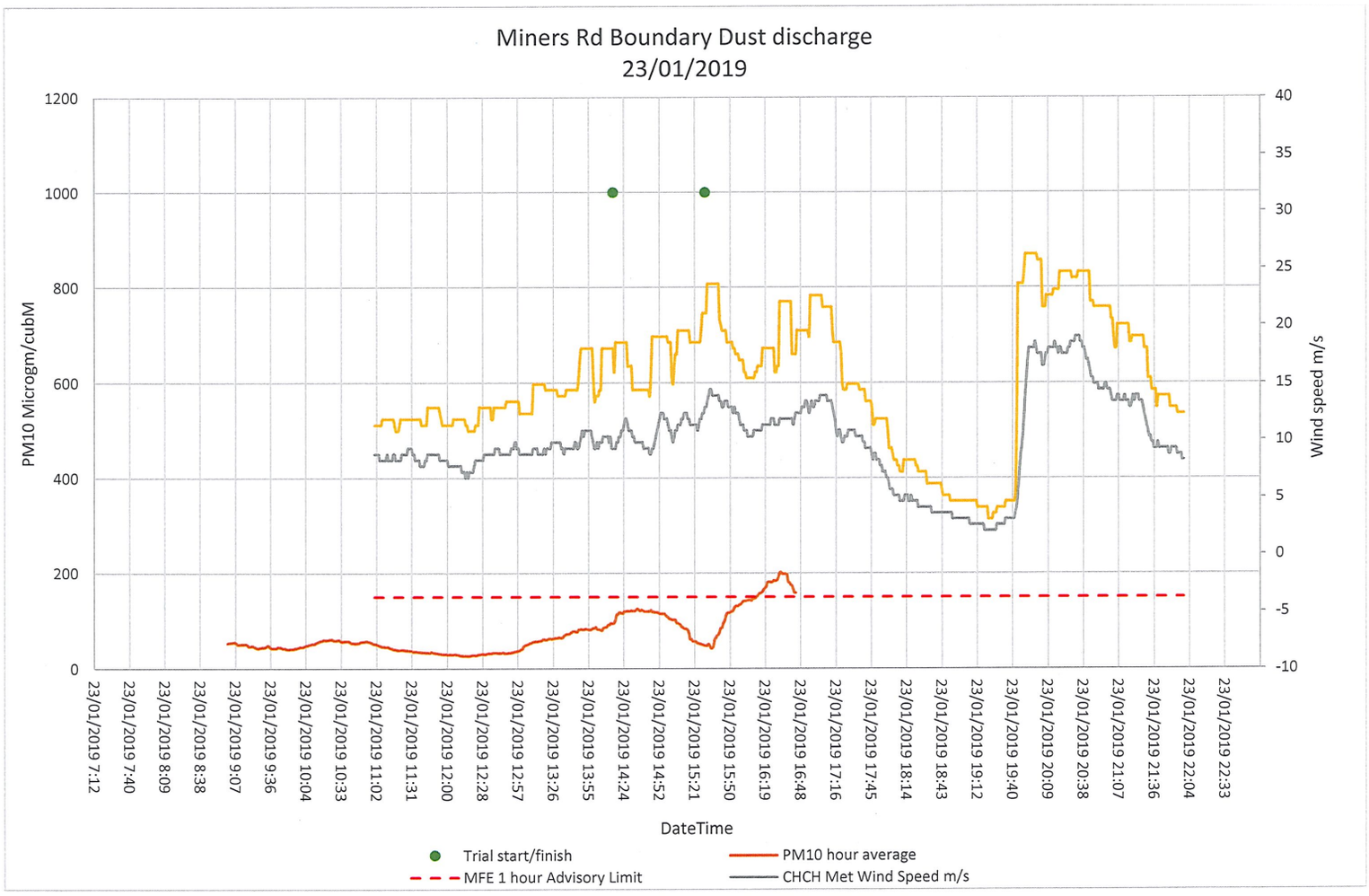
Going further the real-time monitor can be hard-wired into the quarry management system, triggering dust suppression equipment in the event dust reaches a pre-determined level.

Real-time dust monitoring hands control of the situation back to site management. Rather than waiting days or weeks to know if there's been a problem, real-time dust monitoring allows an immediate response. Real-time monitors are lightweight and can be moved from location to location. They can be paired with environmental sensors for wind speed and direction or noise, and the data can be made instantly available to authorized users via the internet.

Fulton Hogan has installed these real time dust monitors at the Miners Road Quarry since August 2018 and both Miners and Pound Road have up and down wind PM10 monitoring in place.
To date, except for the 23/1, average hourly PM10 levels at the site boundary have been an order of magnitude below the Ministry For the Environment (MFE) guideline.

Fulton Hogan have been running a number of trials measuring the efficacy of current dust mitigation (water cart and foggers on the plant) as well as spray bars downwind of the plant and high risk dust areas. Data to date confirms that existing dust mitigation, a combination of the water cart use and foggers on the processing plant, are very effective at mitigating dust discharges from the quarry; the foggers on the plant are highly effective at mitigating processing generated dust.

The graph below shows boundary PM10 over the day of the 23/1/2019.



What these results are showing is that there is a clear relationship between wind speed, wind direction, and dust level alerts. The north west wind across the Plains tends to pick up in the afternoons. On days when it's calm or the wind blows from the opposite direction the real-time monitor sends no alerts.

For instance as an example: Armed with this information the site manager may go to the council and they agree a change to the site operational plan which will see crushing operations cease when the wind comes from the north west and blows above 90kph.

Farming next to quarrying

The Fulton Hogan farm property at 220 Jones Road, Selwyn, which is currently in the process of a consent application for a proposed quarry, will continue to be farmed, before and during the quarrying process (should an approval be granted).

The property is leased to farmers who also farm a nearby property. The farm will carry on in a "business as usual" capacity. There has been a recent audit undertaken on another farm property that the farmers lease, auditing their farming practices where they achieved a B in the farming process. The farmer's farming practices were of such a high standard that they were very close to being awarded an A.

The Roydon farm will be farmed in line with all compliance processes, farming the Roydon block to nutrient limits set in the regional plans. Dairy cattle will be seen on the property over the coming months taking advantage of the grazing that is available.
There are guidelines under law regarding farming practices and the environment and these are noted here:

What does the law say about environmental responsibility?

Section 17 of the Resource Management Act 1991 states that:

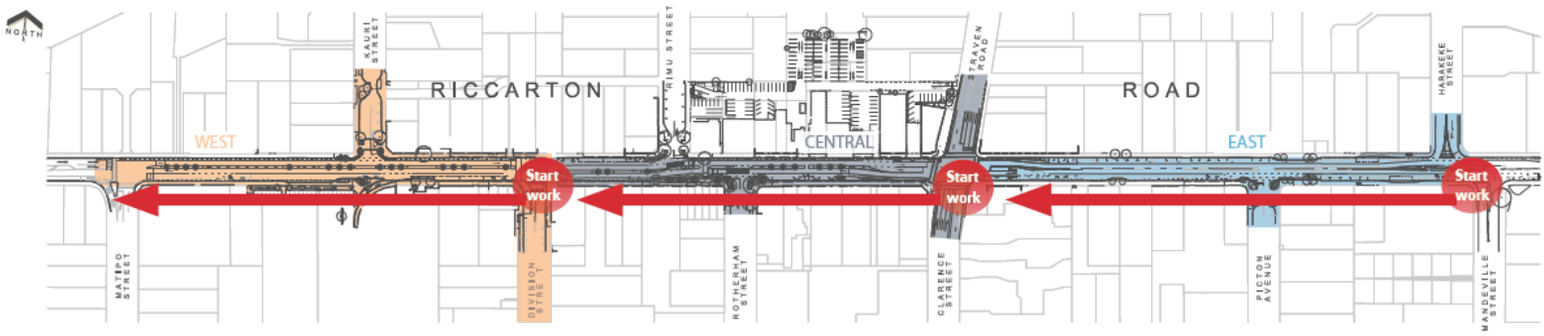
> ***'Every person has a duty to avoid, remedy or mitigate any adverse effect on the environment arising from an activity carried on by or on behalf of that person.'***

Section 15 of this Act states that:

> ***'No person may discharge any Contaminant into water; or Contaminant onto or into land in circumstances which may result in that contaminant entering water.'***

The Act's definition of 'contaminant' includes farm fertilizer.

Riccarton Road upgrade out of the pipeline, underway



Fulton Hogan is going door-to-door to discuss how road works disruption can be best minimised for businesses, with the second stage of work on Riccarton Road ramping up.

The Christchurch City Council is contracting Fulton Hogan to upgrade underground pipes and roading through Riccarton Road, between Harakeke Street and Matipo Street. Work started this February with an expected completion date of December 2020.

The plan is to carry out the work in three areas of Riccarton Road at the same time, to speed things up and reduce disruption.

Construction plans were being adjusted by Fulton Hogan to try balance the needs of those affected and listen to their concerns.

A variety of methods were being used such as working at nights around daytime businesses and limiting night work operations around motels. Additional signage would also be used to direct foot traffic and sign post where alternative car parks were available.

Group meetings were being held with businesses and people in the area, and businesses were being visited regularly to keep them up-to-date with work.

As Riccarton Road is Christchurch's second busiest transport corridor, two way traffic would remain during days while teams worked.

The century old gravity sewer under the road needed to be replaced as it was nearing the end of its life. It serviced about ten percent of Christchurch's current population and its new design allowed for further population growth.

The sewer was approximately four metres deep at Harakeke Street and became gradually shallower towards Matipo Street. This depth made replacing it challenging, particularly as teams would only have 5.4 metres of space to work within with live traffic on each side.

Teams were predicted to complete about a metre of sewer work per day in each stage, so it would take roughly twelve months to replace the full sewer length of about 800 metres.

The water main – the first major work to be undertaken – would take four to six weeks to replace as its pipes underneath Riccarton Road were shallow in comparison.

Renewal of the water main would start in early March at Harakeke Street, 30 metres east of the Straven Road and Clarence Street intersection and at Division Street – then move west. The sewer upgrade was expected to start in mid-late April.

The initial stages of the project started on February 18th with tree removal, kerb widening and locating of services.

The council's new road layout planned to make Riccarton Road a more cyclist, pedestrian and bus-friendly space.

Fires in Templeton

Amongst those fighting the recent Templeton fires were water truck drivers from Fulton Hogan. Fulton Hogan maintains a number of water trucks in its fleet and is able to mobilise these very quickly as a part of their commitment to community fire fighting services.

A passing train is likely to have caused a blaze that sparked multiple fires spread over 2 kilometres along State Highway 1, south of Christchurch. The blaze broke out mid-afternoon on Monday the 4th February between Rolleston and Islington, closing SH1 and causing traffic to back up in temperatures exceeding 30 degrees Celsius.

Plumes of thick smoke blanketed the area as cabbage trees, low shrubs and grass on the side of the highway caught fire.

A Fire and Emergency New Zealand (FENZ) spokeswoman said firefighters were called to Main South Rd (SH1), near the intersection with Kirk Rd, about 3.30pm on Monday. There were "multiple fires" near the train tracks between Rolleston and Islington, the spokeswoman said.

The train that is suspected to have caused the fire was stopped in Rolleston and remained there under investigation. KiwiRail South Island operations general manager Jeanine Benson said that a train travelling through the area was being inspected and she noted that "extreme temperatures have seen significantly drier vegetation conditions along the rail corridor this summer".

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