

Enviro news

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Introduction

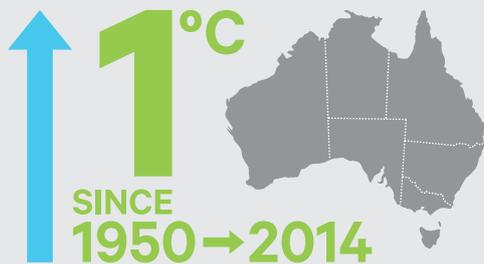
Welcome to the first edition of *Envio News*, which builds on the Infrastructure divisions' *Enviro Link* newsletter to offer a Group-wide publication focusing on environmental issues.

We have many opportunities to demonstrate our environmental sustainability capabilities to our customers as well as improving efficiencies within Downer.

Our business will continue to focus on energy savings and greenhouse gas abatement through the implementation of the five year Energy Management Plans that will continue to deliver year on year cost savings.

We will continue to focus our attention on environmental critical risks and continuously monitor the controls we have in place to validate their effectiveness. This will ensure we maintain the high level of environmental performance that we achieved in FY15, including zero environmental infringements, the first time in several years. ■

Did you know?



- Australian temperatures have warmed approximately one degree since 1950, and the continued warmth in 2014 adds to this long-term warming trend.
- Globally, the World Meteorological Organisation ranked 2014 as the warmest year on record.

Source: The Australian Bureau of Meteorology published its Annual Climate Report 2014.

NSW waste reform – Proximity Principle

One of the recent changes to the NSW Waste Regulation is the Proximity Principle which came into effect from 1 November 2014.



**EFFECTIVE
1 NOVEMBER 2014**

The Proximity Principle makes it an offence to transport waste generated in NSW by motor vehicle for disposal more than 150 kilometres from the place of generation, unless the waste is transported to one of the two nearest lawful disposal facilities (even if that facility is located more than 150 kilometres from its place of generation).

Under NSW law, owners of the waste have a lawful obligation to ensure their waste is transported to a lawful facility. Waste generators and transporters must also ensure that waste transported for disposal is taken to lawful facilities located within an appropriate distance from the place of generation.

The proximity principle aims to address the environmental and human health impacts in NSW associated with the unnecessary transportation of waste over long distances and ensure local communities play an active role in waste management by taking greater responsibility for the waste they generate.

For further information visit the NSW EPA's website:

www.epa.nsw.gov.au/wasteregulation/proximity-principle.htm

Fines for this offence amount to \$15,000 for corporations and \$7,500 for individuals and significant penalties of up to \$44,000 may be imposed by a court on conviction for this offence. ■



Infrastructure Sustainability Ratings – Downer’s experience



In a previous *Enviro Link* article, we introduced the Infrastructure Sustainability Council of Australia (ISCA) and its Infrastructure Sustainability (IS) rating tool. Downer has recently renewed its membership with ISCA and this article shares some highlights of its use on a Downer project.

Downer is an active ISCA member and has achieved two IS ratings to date (Design and As Built for the Whitsunday Sewage Treatment Plant Upgrades Project in North Queensland – both at the ‘Excellent’ level). A further rating, an Operations rating for the Yarra Park Water Recycling Facility in Melbourne, is currently underway. We have also influenced customers to pursue ratings including in our Alliance with ACTEW Water.

The experience gained from the ratings to date has instilled confidence within Downer and, for us, the IS value proposition has been proven.

Key findings

Our use of the IS rating tool has produced both expected and unexpected outcomes. We have also tested the general benefits and claims promoted by ISCA and found them to be realistic.

Benefits and costs – Whitsunday Design and As Built IS ratings

From a financial perspective, the benefits have outweighed the costs of pursuing IS ratings on the Whitsunday project by a factor of six:

| | |
|-----------------------|------------|
| Benefits = | \$1.28m |
| Costs = | \$0.21m |
| Benefit:Cost = | 6.1 |

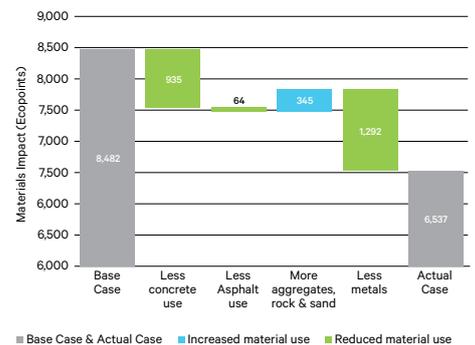
This does not take into account the environmental or social benefits or the intangible business benefits associated with increased reputation or market differentiation. Further, it should be noted that the (one-off) costs are roughly equivalent to the annual savings expected to be realised during each year of treatment plant operations. Additional cost reductions should also be realised as internal procedures are changed to facilitate IS ratings.

As an example of environmental benefits, the ratings helped us drive down materials use – around 4,400 tonnes less materials were used on the project. Using fewer materials means that the environmental impacts associated with extraction, processing, manufacture and transport are reduced and it also helps prolong the availability of non-renewable resources. The IS rating tool uses ‘Ecopoints’ to measure the environmental impact of materials use. The materials ‘waterfall’ chart shows how the Ecopoints score was reduced by 23% from the original reference design (Base Case – 8,482 Ecopoints) to the Downer As Built asset (Actual case – 6,537 Ecopoints).

Other environmental benefits included reduced operational electricity use (458 MW less per annum), 20,000 fewer tonnes of carbon emission over the plants’ lives and over 6,500 m² of revegetation using locally native species.

Our experience is that the rigour and framework of an IS rating offers a significant return for a relatively modest investment. The costs for the Whitsunday Design and As Built ratings, not taking into account any savings driven via the ratings, represented 0.5% of the project’s \$45 million value.

Figure 1: Materials ‘waterfall’ chart for Whitsunday IS As-Built rating





Employee profile

Brad Cole

What is your role?

Senior Environmental Advisor – Infrastructure Projects.

How long have you been with Downer?

1 year.

What are your qualifications and experience?

I have a Bachelor of Science Degree in Soils and Land Management, I am a qualified CPESC (Certified Professional In Erosion and Sediment Control) and I have worked across Rail, Roads, Energy and Mining.

What do you enjoy most about your job?

There is a lot of variety in the role which I like. It can change very quickly. Playing in the mud is also fun.

What challenges do you face in your job?

Being an enviro in construction is always a challenge, but keeping the line between the customer, the regulator and getting the job built has some unique challenges.

If you were a superhero who would it be?

I could say Captain Planet, but that would be too easy... how about Batman (it goes better with my split personality).

If they could bottle your personality, what would the label read?

I think David Letterman said it best with "If it wasn't for coffee, I would have no discernible personality whatsoever" so I would guess the label would simply say 'coffee'!!!

Two things I can't live without are...

My family and coffee.

If I could have a dinner party and invite any four people, dead or alive, the guest list would be...

1. Nelson Mandela...much respected icon
2. Pele...I love football
3. Eddie Murphy...that laugh is priceless
4. Jesus...some moral guidance

An eclectic bunch that describe me.... ■



Environmental training strategy – focus on business outcomes

Environmental training is about a whole lot more than hugging trees: experience and research both show it adds bottom line value to businesses. That's why we're starting to measure it.

Increasing environmental and compliance pressures, a shortage of practical environment and sustainability skills, an increasingly competitive tender processes and ever-higher customer expectations – it sounds like a recipe for commercial disaster.

Not so, according to Lisa Martin, National Environment and Sustainability Manager. She points to Downer New Zealand's corporate policies and business strategies, which aim to position the company as a market leader in environment and sustainability – and business success.

“We've tapped in to leading research – Harvard and MIT standard – saying how working with staff on environmental issues leads to higher levels of staff engagement, productivity and profitability, local experience shows the same,” she says.

People around the business are learning to appreciate the value of good environmental management in winning tenders, working efficiently, meeting customers' expectations and working constructively with regulators and communities.

“Now we've produced a training strategy that spells out the critical risks to the business the environment poses, and links environmental training to business outcomes,” says Lisa. “Local and international research shows that

good staff are attracted to companies with good environmental performance, so we aim to ‘Gain’ great people, ‘Train’ them well, and ‘Retain’ them – all with the intention to ‘Attain’ the aspirations in our corporate policies.”

Critical risks, erosion and sediment control, emulsion management, annual re-induction and energy efficiency are high on a longer list of training needs. Before training staff, the team aims to provide information and tools for their supervisors and longer term. Ultimately, we hope to also link the Maori Leadership, Apprenticeship and Graduate Rotation programs to an environmental strand.

Lisa and her team aim to build a culture of organisational learning around the environment and sustainability, with a clear learning path for people around the organisation that helps them plan their own personal and professional learning and development.

Environment and sustainability (E&S) performance indicators are already in place, and the E&S team sets up evaluation measures for each workshop, based on clearly identified training needs. “We know the difference we want to make, so then we measure how well people liked the training, what they learned from it and what they can do at work as a result of it,” Lisa says. “We also aim to build our skills for measuring the return on expectations – was the training worthwhile? – and, as soon as we can, whether the training produced a financial return on investment for the company that helps it meet both its environmental and its business goals.”

For further information on Downer New Zealand's E&S training initiatives, please contact Lisa Martin. ■

How an industry responds to environmental problems may be a leading indicator in its overall competitiveness ...Only those companies that innovate successfully will win. A truly competitive industry is more likely to take up a new standard as a challenge and respond to it with innovation. *Michael Porter, Harvard Business Review, 1995 – and still leading organisational research after all these years!*



Biosecurity and vehicle hygiene on the Wandoan APLNG transmission line

One of the most significant environmental issues faced on the Powerlink 132/275kV APLNG Transmission Line project in QLD was vehicle/plant hygiene and biosecurity management.

Prior to the commencement of liquefied natural gas associated infrastructure works, the local region was primarily supported by agricultural and livestock agistment. One risk to their livelihood is the significant number of noxious and declared weed species (*Parthenium*, *African Love Grass*, *Tiger Pear*, *Harrisia Cactus* and *Mother of Millions*) known to occur within and adjacent to the project area.

Local farmers have developed a heightened awareness of the risks associated with poor vehicle hygiene and have demonstrated their capability and willingness to refuse access to their properties if companies, or individuals, fail to adhere to the vehicle hygiene protocols that they established.

Throughout the project lifecycle Powerlink was engaged in continuous negotiation with landowners on a property by property basis in relation to easement access protocols and requirements. Downer was required to abide by these often vastly different and property specific conditions of entry when conducting works on properties that the easement traverses.

In order to pro-actively approach the high concerns around bio-security and land access, Downer implemented a series of processes and procedures to manage these issues onsite, including:

- the provision of multiple dedicated wash bays, both a large scale yard based wash bay (catering for four light, or two heavy items of plant and machinery concurrently) and smaller scale infield wash bays, all of which were equipped with water recycling and filtration systems to conserve water;



Biosecurity washdown facility established at the Wandoan TL construction yard – equipped with two washdown pads, a drainage sump, and a water filtration and recycling system.

- the support of dedicated third party vehicle hygiene officers to supervise and certify the washdown process independently;
- vehicle logbooks – providing property owners with traceable vehicle movement history upon entry to each site; and
- weed management notices, toolboxes, and ongoing dialogue with work crews, detailing the regular updates to the land access protocols, discussing specific weeds that are known to occur onsite and encouraging best vehicle hygiene practices onsite at all times.

Through a concerted effort on behalf of the work crew and staff members, construction activities within these sensitive properties have been completed whilst managing to maintain rigid compliance with all landholder, customer and legislative requirements further demonstrating Downer’s commitment to best practice environmental management.

Statistics

4,017
number of wash-downs completed to date (15-20 vehicles a day)

12,051 hours
time spent washing vehicles

2,746,428 litres
of water recycled to date

Queensland legislation governs the consequences of introducing declared pests into Queensland and significant penalties apply if a person without reasonable excuse introduces a declared pest. ■



VicRoads lends a hand to the Superb Parrot

The North Eastern Maintenance Alliance (NEMA) is an alliance between Downer and VicRoads.

NEMA maintains 4,000km of roads in Victoria to help the community travel easily and reliably. NEMA aims to minimise adverse environmental impacts and supports social wellbeing.

While working within a Victorian gazetted stack (stockpile) site near Picola a local resident advised the NEMA supervisor that their work site was a significant foraging area for the Superb Parrot.

The Superb Parrot occurs only in NSW and northern Victoria, and habitat clearing is one of the major threats to its existence. Following rigorous scientific assessment by the Federal Department of the Environment representatives, the Superb Parrot was listed as "Vulnerable" in Australia and "Threatened" in Victoria. The Australian community wish to protect, conserve and recover the species.

Jointly with VicRoads, NEMA closed and removed the stack site from the gazetted listing in an effort to protect the foraging habitat of the Superb Parrot. VicRoads and NEMA also installed signage to support the local community and to improve road traveller awareness, including tourists.

These initiatives also support the Picola District Superb Parrot project. Project participants have planted 300,000 seedlings to provide flight corridors and foraging habitat. ■



Wombat rescue!

On the Taralga Wind Farm project, the local council had filled in a wombat hole that was undermining the road, what they failed to do was to make sure the hole was empty...

A week and a half later, Jason Grant (Safety Officer) and Kendall Johnson (ZH Administrator) came across this sight (see photo above) and went into rescue mode!

The "poor old fella" was exhausted from digging his way out. He had got to a certain point, but couldn't go any further and had

become stuck. Jason and Kendall carefully dug around him and then lifted him out before a vehicle was able to collect him. They are pleased to report the wombat successfully relocated and is doing well.

Not something you see every day ...well done Jason and Kendall. ■



The environmental sensitivities of working on Barrow Island – Gorgon Project

The Gorgon Project, operated by Chevron, located on Barrow Island, provides significant challenges to our business both from an environmental and a quarantine perspective to ensure that this sensitive environment is protected.

Barrow Island was set aside as a nature reserve in 1910 in recognition of its outstanding flora and fauna values. It is currently reserved as a Class 'A' Nature Reserve for the purpose of 'Conservation of Flora and Fauna', which represents the highest level of protection afforded under State legislation.

Here are some of the extraordinary biodiversity values of Barrow Island, which are unique and significant on an international scale:

- it is Western Australia's second largest island at approximately 23,600 hectares, and one of the largest land masses in the world without any established introduced vertebrates;
- of the known taxa, there are at least 24 terrestrial species that occur nowhere else;
- thousands of years of isolation have resulted in the genetic differentiation of species, with taxa now endemic to Barrow Island, such as the Barrow Island Euro, White-winged Fairy Wren, Barrow Island Skink, and a subterranean blind snake;
- most reptile and invertebrate species on Barrow Island appear to be genetically distinct from mainland populations of the same species;
- it is considered significant for subterranean fauna at the regional, State and national scales; and
- it is also a significant nesting site for marine turtles, with four species known to nest on island beaches and a regionally important nesting area for green turtles and flatback turtles. Over 3,000 individual flat back turtles have now been recorded nesting on the eastern beaches of Barrow Island. ■



Gerry the Gecko

Our Mooka OCRS project is in the final stages of completion, including the demobilisation of the site lay down. The Pilbara is well known for fauna finding nice shady areas to call home, with the lay down and all its bits and pieces being the perfect hideaway for 40+ degree days.

Recently, during the first stages of demobilisation, a cyclone concrete block had been stored on top of a small plank of wood, causing it to be slightly off level. This made the perfect home for two juvenile long nosed ta ta lizards (*Lophognathus longirostris*), pictured here.

The ta ta lizards are less than five centimetres long and white in colour making them very difficult to see. A potential hazard was identified when lifting the concrete blocks as the lizards could get caught between the plank resulting in death.

In response to this hazard, a stop work occurred and the team resolved to put a lift, hold and then move procedure in place. The following day, when demobilisation of the buildings occurred, the improved procedure was implemented.

The complete demobilisation of nine buildings and associated materials was completed without incident. During one of the lifts, our team identified a Western Shield Spiny-tailed Gecko (*Strophurus wellingtoni*) in the line of fire. Thanks to the improved method, "Gerry the Gecko" was relocated to safe location once he had moved from the direct vicinity of the load.



The proactive culture on site and commitment to look out for fauna rather than just 'get the job done' is a credit to the entire team both past and present on the Mooka Project.

Gerry is in the picture above, now relocated to a safe home and no doubt grateful for a second chance to enjoy the hot weather. ■



World Environment Day

At Downer we recognise that our people are instrumental to the success of the business and bringing new ideas into existence. In the lead up to international World Environment Day (WED) we threw out the challenge to our people to make suggestions on how Downer could make sustainable choices in procuring goods and services and align with the WED theme of *Seven Billion Dreams. One Planet. Consume with Care.*

The response was positive with several innovative sustainable procurement suggestions made as part of the Group-wide WED competition. Implementing these will help us deliver more environmentally sustainable options. Some of the suggestions have already been implemented throughout FY15.

The competition winners were:



First

Peter Symington and Pat Patterson (Rail) for

“Locomotive Solar Battery

Charger”: replacing the diesel auto-start function on the locomotives with a solar battery charger that trickle-charges the batteries could reduce diesel fuel consumption when the locomotives are sitting idle for long periods. This idea is currently under further investigation.



Second

Monique Milne (New Zealand) for her suggestion for establishing a “**Car Pooling**

SharePoint Site”: for each office/site which could provide a mechanism for employees who are interested in car-pooling, to share this information or note opportunities for one-off journeys and deliveries, thus helping to reduce taxi fares and reducing fuel costs.



Third

Jack Thompson (New Zealand) for considering a switch to using “**Recyclable road**

cones”: made from recycled plastic and to ensure that old or damaged road cones are recycled. Our NZ team is currently investigating the feasibility of this suggestion and it has led to considering options for recycling other waste material.

Check out the intranet for some of the other great suggestions: <http://intranet.downeredi.com/ZeroHarm/Pages/DownerWED2015.aspx>

In conjunction with the Group-wide competition, Downer New Zealand also held a photographic competition to express the *Consume with Care* theme in images. See some of the winning entries below. ■





World Environment Day 2015
**Seven Billion Dreams.
 One Planet.
 Consume with Care.**
 June 5

Minimise travel whenever possible

One of the suggestions we liked was to “Minimise travel whenever possible” by challenging our current travel practices and reducing our air travel “miles”. This can be achieved by using alternative meeting strategies such as virtual communication tools (teleconferencing, video-conferencing and Lync meetings), optimising and consolidating meeting schedules reducing the frequency of travel, choosing public transport (bus, train or tram), carpooling to and from office to reduce cost, lost time and reduce our transport environmental footprint.

Here are some example comparisons to help you consider:

| | |
|--|------------|
| Journey to office by CAR for 1 hour | |
| 30kms = 5kg CO ₂ (average cost \$30) | = <1 Tree |
| Journey to office by BUS/TRAIN for 1 hour | |
| 30kms = 1kg CO ₂ (average cost \$5) | = <1 Tree |
| Sydney to Melbourne by AIR for 4 hours | |
| 1,400kms = 200kg CO ₂ (average cost \$500) | = 14 Trees |
| Sydney to Brisbane by AIR for 4 hours | |
| 1,500kms = 200kg CO ₂ (average cost \$600) | = 14 Trees |
| Brisbane to Perth by AIR for 10 hours | |
| 7,628kms = 940kg CO ₂ (average cost \$770) | = 67 Trees |
| Sydney to Perth by AIR for 9.5 hours | |
| 6,990kms = 740kg CO ₂ (average cost \$750) | = 52 Trees |



Downer to introduce Electric Vehicles (EVs) as poolcars to our Auckland and Hamilton operations

Our New Zealand business proactively supports our customers and industry with smart infrastructure services. In July 2015 Downer introduced Electric Vehicles (EVs) pool cars to our Auckland and Hamilton operations. This initiative supports both our clients and business partners with a focus on alternative and smarter transport solutions that are better for our environment, better for our businesses and better for our country.

New Zealand is in a unique position to optimise the use of EVs as almost 80% of our energy comes from renewable sources. In addition, we still have relatively high off-street parking and there remains a reliance on cars for urban transport. Auckland Transport (AT) is soon to be releasing an EV car share program as yet another proactive initiative for Auckland’s multimodal transport solutions. We are keen to support AT with their program so we will be basing an EV at our Penrose office for use on the AT network contracts.

Downer and Hamilton City Council will be operating two EVs from the Hamilton Infrastructure Alliance. These will replace the combustion engine cars currently used for network inspections. In addition to this, the Hamilton City Council is also evaluating how EVs can be brought in to Council services for their own use, in order to reduce fuel costs, optimise renewable resources and support smart city development.

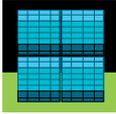
The electric vehicle that Downer introduced to its fleet is the Nissan Leaf Gen 2. It is powered by an 80-kilowatt electric motor and has a range of 120km on a single charge. The charging unit is attached at the front so we have specifically purchased long cables to ensure that our staff can adhere to our safety requirement of reverse parking. Each EV has dedicated parking sites and staff can book the car using an online tool. The EVs have the new Downer branding and include an EV slogan – SWITCH ON.

Downer will also be introducing to the fleet a Plug in Electric Vehicle (PHEV) for staff travelling greater distances than just inner city travel. This option to staff with company cars is yet another initiative to minimise our carbon footprint, reduce fuel costs and support industry partners like Mighty River Power and AT to grow the EV market in New Zealand.

If you have any queries on the Downer Electric Vehicles or related smart city initiatives please contact:

Murray Robertson
 GM BD - Infrastructure Services New Zealand
Murray.Robertson@downer.co.nz

Lisa Martin
 GM Environment & Sustainability New Zealand
Lisa.Martin@downer.co.nz



Solar-powered lighting at Bayswater asphalt plant

Downer's Melbourne asphalt production team has recently installed a solar LED lighting system at the Bayswater Asphalt plant.

Maintenance Engineer Will Rillo designed and built the ELV system to a budget of only \$1,000, in response to a recent INX action.

The system, consisting of a low-cost panel, battery/charge regulator, and LED spotlights with timer, provides improved working light for laboratory staff taking asphalt samples from the back of trucks.

Production Manager Simon Jordan was keen to avoid costs associated with installing a new mains power circuit to the location, and instead turned to solar.

Downer evaluates several solar power initiatives each year, but low power costs and the high cost of panels mean solar is rarely justified. Initiatives such as the solar LED lights at Bayswater are a good examples of where solar can provide benefits when power is required on a part of the site that may be difficult or costly to provide mains power to. ■



Downer's Newport facility goes solar

Downer has recently installed a solar system using photovoltaics (PV) solar energy technology at its maintenance facility in Newport that produces electricity and lowers the carbon footprint and energy consumption from the grid.

This is an exciting development for Downer as low power costs, combined with the high price of panels has meant that the installation of solar systems has not been financially viable for the business in the past. These barriers were removed when the Federal Government introduced the Small Technology Certificates (STC) grant initiative which resulted in significant savings for systems lower than 100kW and allowed our Rail division to re-assess the installation of solar systems.

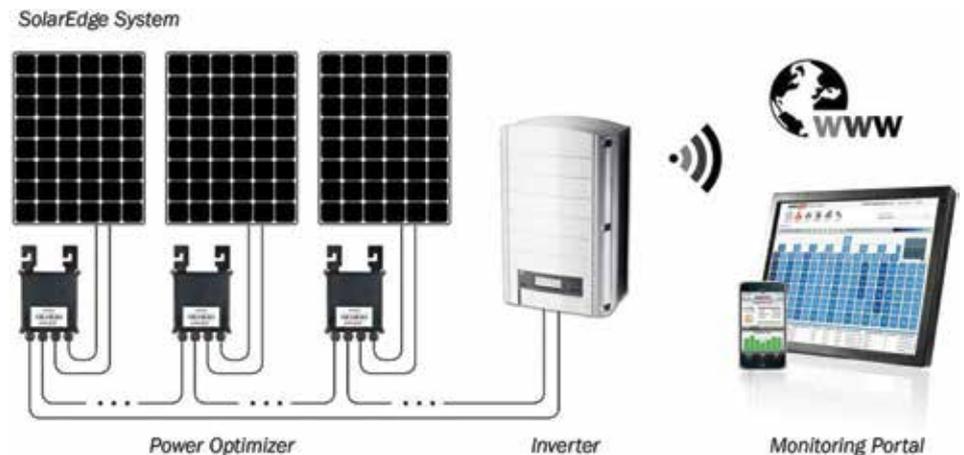


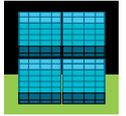
Image courtesy of Energy and Carbon Solutions Pty Ltd.

The solar system includes an inbuilt monitoring device that provides daily reports on its performance. Data collected for the month of June showed an output of 4,736.90kWh and our supplier has estimated an annual output of 128,433.43kWh – equivalent to an energy savings of 462.36GJ and financial savings of approximately \$12,000 annually for the life of the solar system.

The success story at Newport has meant that Downer will also be installing a similar solar system at our Cardiff Rail Maintenance Facility this financial year. ■



60 PV solar panels are installed atop Newport's main workshop.



Solar power at Commodore Mine

An opportunity was identified to reduce diesel consumption and carbon dioxide emissions by utilising an off grid power system at the field crib hut at Commodore Mine.

The crib hut had previously been fully powered by a diesel generator. The off grid power system results in the diesel powered generator being used only as a back up to solar energy. This means it only runs for a couple of hours each night.

The system consists of six solar panel banks connected to a containerised battery bank. The solar panels run the crib hut and charge the battery bank during sunlight hours. During darkness, the stored energy in the batteries is used and if it is depleted, the diesel powered generator automatically starts

until the solar panels generate energy again.

It is estimated that this system has resulted in a 65-80% reduction in diesel and carbon dioxide emissions.

Opportunities to utilise this off grid power system at other projects will be investigated. ■

Photos of the innovation in use



Off Grid Power System hooked up to site generator which runs the crib hut.



6 x Solar panels which connect to the container which houses the batteries.



Entrance to container.



Side view of Solar Panels, soaking up the sunshine and charging the container battery bank.



Container 48 Volt battery bank.



Container being built at LC Energy and being inspected.



Container External Features.



48 volt battery bank (partial view).

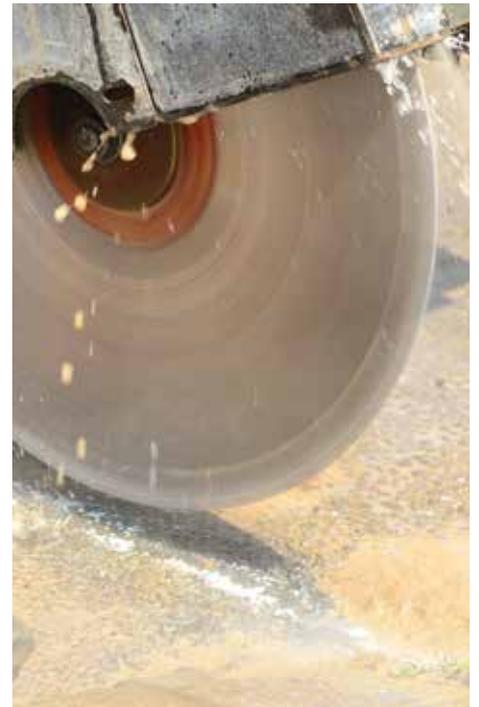


OGPS Communications Gallery.



Accuvim Energy Meter.





Concrete slurry is a pollutant and needs to be responsibly managed to prevent harm to our waterways.

Concrete cutting slurry management

Why is concrete slurry management important?

When concrete slurry enters stormwater drains it ends up in our rivers, creeks, and oceans where it can smother aquatic life and block out the sunlight that they need to live, harming delicate ecosystems. The chemicals in the slurry (e.g. metal-based pigments, caustic soda in the mortar) may poison aquatic life.

What should be done onsite to manage the risk?

Saw cutting wastewater and concrete washout from your site must be prevented from entering the stormwater system. Slurry or sediment should not be left in the gutter or drains when the job has finished.

Projects may use baffles or booms to stop the slurry and wastewater from entering stormwater drains. This can be a sandbag, a piece of foam or spill equipment. Once the wastewater is trapped by the boom, shovel it up, vacuum it out with a wet-vac or pump it out and store it in a container.

You can safely dispose of concrete slurry by tipping small amounts in a ditch lined with plastic or geotextile liners. When the water evaporates or soaks into the surface the solids can then be put into a skip bin or recycled in construction or as road base. Alternatively, collect and dispose of the concrete slurry off site to an appropriate landfill site as liquid waste.

Benefits to the business

By addressing the potential stormwater pollution problems concrete cutting creates, you:

- reduce your pollution contribution to our waterways;
- improve the public image of the business;
- increase your compliance with the legislation; and
- receive fewer public complaints.

For further guidance or information, contact your local Zero Harm or Environmental representative. ■

Have you got a story idea?

Know how we can make Enviro News better?

Send your suggestions to: Corporate.Affairs@downergroup.com