

### CLIENT

NQ Gold Pty Ltd trading as Minjar Gold

### LOCATION

Pajingo Mine, Charters Towers

### CONTRACT VALUE

\$1.927m

### PROJECT DURATION

May 2017 – September 2017

### PROJECT REFEREE

Matt Lowe – Minjar Gold Projects Superintendent

07 47931203 Mob 0429 872712

Darren Locke – Commercial Manager 07 47931203

### PROJECT TEAM

Project Manager: Peter Bell

Site Supervisor: Rodney Bucklar

### COMPANY ROLE

Principal Contractor

### FORM OF CONTRACT

AS4000



### PROJECT SYNOPSIS

- 6.4 ha of clearing and grubbing
- 6.4 ha of topsoil stripping
- 4,000m<sup>3</sup> of keyway excavation
- 32,100m<sup>2</sup> of tailings foundation preparation
- 117,000m<sup>3</sup> of embankment fill
- Construction of rock spillway
- Removal and reinstatement of 1600m of 300mm dia poly discharge pipework
- 13,500m<sup>3</sup> of Type 2.4 gravel pavement.

### Project Overview

Milray Contracting were awarded the \$1.927M Pajingo Mine Stage 8 Tailings Storage Facility upgrade package from Minjar Gold. The contract was awarded based on value for money and a proven track record of delivery of various other projects on site over a number of years.

The package involved the raising of the existing tailings storage facility to provide the mine with sufficient tailings storage to ensure its continuing growth whilst complying with its regulatory obligations. The wall was built with locally available materials of very varying qualities. The specification was very stringent in regards to moisture control and material qualities. The construction was completed primarily using Milray Contracting plant plus some dry hire of articulated haul trucks. Although the project had strict timelines, due to the requirement to start utilising the tailings facility, it started and was completed on time and budget and was incident and NCR free. Milray Contracting also received a Safety Award for the project.

Prior to commencement, the site was subject to heavy unseasonal rain which required a modified approach to placement of the initial embankment fill. The stockpile for the main embankment fill was situated some 6km from the site and the material was carted used 40t articulated trucks on a road used by general site traffic which required adoption of additional traffic management. Due to the low moisture content of the embankment material and the tight specification for moisture content in relation to the materials 18% optimum moisture content the material was moisture conditioned on site using Milray's Cat RM500 stabiliser.