

We THINK

We DO

We LIFT

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AUSTRALIA Special

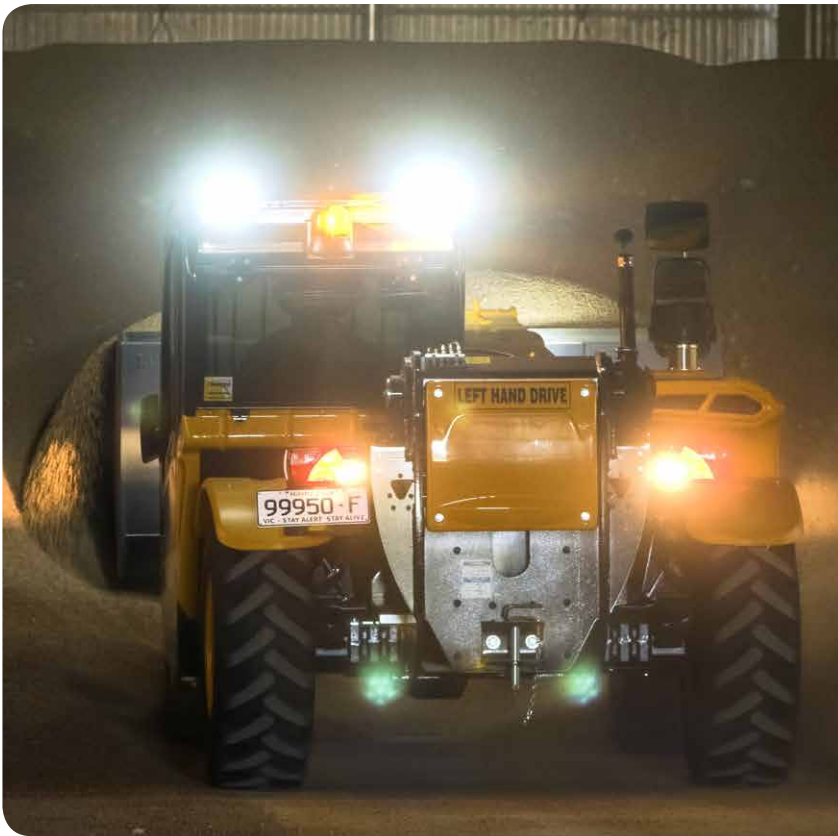


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Victoria is the southernmost of the six states in the Commonwealth of Australia. Following waves of migration from Europe after the end of the Second World War, Victoria became the Australian state with the highest concentration of Italians, most of whom settled in and around the capital, Melbourne, although many are spread far and wide all over the state. In the district of Lockwood on the outskirts of Bendigo city, one Italian expat is making a valid contribution to the local economy. Called Poultry Pro 30.7, it has yellow and black livery, weighs six tonnes and works for one of Australia's largest poultry producers, Hazeldene's Chicken Farm. Hazeldene has evolved and developed its business since the end of the Second World War to become one of the leading distributors of fresh chicken and eggs in Australia, and a major supplier of frozen chicken to Hong Kong, the Philippines and many Pacific islands. The Lockwood farm has a processing capacity of 600,000 chickens per week and its workforce numbers over 700 employees. It is located on a vast site with various buildings, which are used for feed storage, meat and egg processing, packing, shipment and, most importantly, rearing millions and millions of chickens. The "chooks" must be fed and looked after every day of the week, because the company adheres to the highest





quality standards. That means absolutely no hormones or antibiotics: Hazeldene uses selected feeds, state-of-the-art breeding systems and rigorous animal hygiene and health controls to safeguard its animals. The demand for quality also extends to the company's choice of machinery: despite already owning other Dieci machines, Hazeldene needed one with specific solutions for breeding. For example, the daily loading of several tonnes of feed kicks up so much dust that visibility inside the sheds is reduced almost to zero. The Poultry Pro's positive pressure air conditioning and air filters prevent dust from entering the cabin, the powerful LED headlights ensure visibility and the reversing radiator fans periodically expel feathers and dust, to avoid the cooling circuits becoming clogged. The highly comfortable cabin was another factor that influenced Hazeldene's decision. The air conditioning is particularly appreciated, being essential for transporting large loads under the hot sun to the broiler sheds. The vehicle's other benefits are undoubtedly its compactness and manoeuvrability, which are very useful when it comes to removing the thick layer of manure that the birds deposit every day in large quantities! The machine's power and large number of available accessories also make it suitable for the most diverse tasks, and this versatility is especially handy on a large production facility such as Hazeldene.

BARANGAROO project Sydney



Whenever most people think of Sydney, the images that inevitably spring to mind are of the city's two main landmarks, the Harbour Bridge and the Opera House. However, that could change thanks to the Barangaroo Project, an ambitious urban regeneration initiative that is effectively transforming part of the city. The project encompasses an area of around 50 acres and is estimated to cost around A\$ 6 billion. Work began in 2012 and is expected to end in 2024 with the construction of the subway station. The first facility to be built, replacing the demolished old wharves, was Barangaroo Reserve, a natural haven in which the coastal headland has been restored to its original state at the time the first European settlers arrived. Another part of the project that is already well under way is Central Barangaroo, an area of ultra-modern buildings, some of which are designed by Italian architect Renzo Piano. Over half of them are intended for public use (civic, cultural and administrative centres), while the rest are destined for commercial and financial activities. The new buildings are set to change the Sydney skyline forever and include the Wo-



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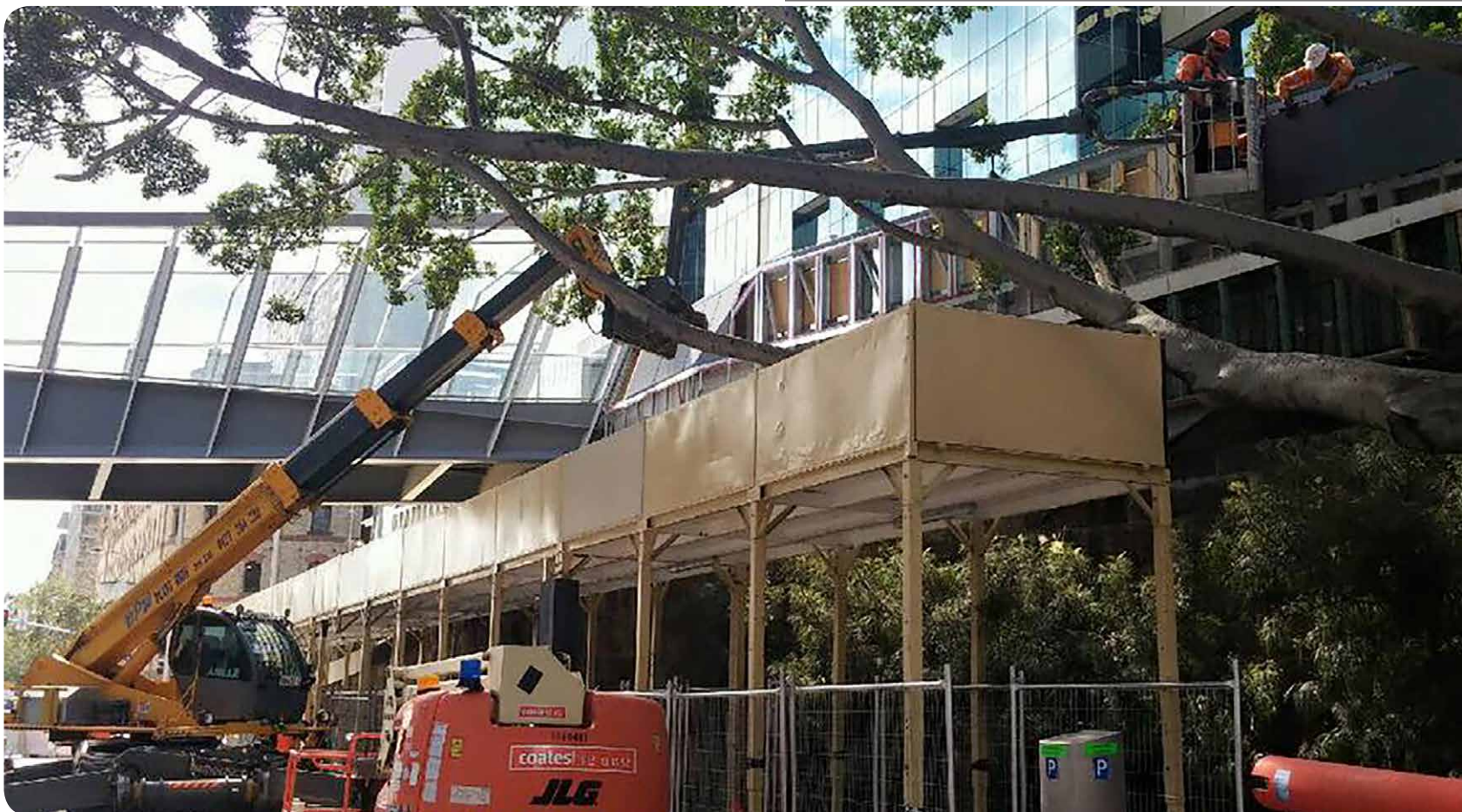


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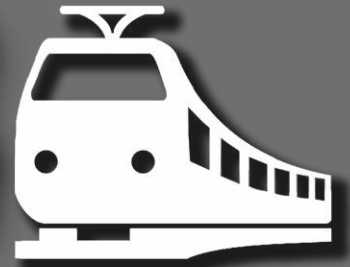




oden Office Block, which is the first modern Australian building to be made of wood. In order to finish on schedule, work is continuing round the clock and dozens of contracted companies are involved. Among the hundreds of construction machines employed on the site is a Pegasus 40.18, which is being used 24 hours a day on successive shifts to carry out finishing work on the buildings. The preservation of original native trees is an integral part of the project and in the adjacent Barangaroo Reserve, hundreds of local species have been planted. Cutting down a few obstructing branches to expedite the work is therefore out of the question, so the Pegasus is a valuable asset with its wide support base, 400° rotation and telescopic boom with electronically controlled man-lift basket, which helps the operator to lift and fix panels by circumventing the vegetation. The automatic levelling stabilizers adapt to pavements or uneven worksite terrain, allowing the machine to work in any conditions. Panel by panel, the façade is nearing completion and the Pegasus will soon be able to move onto the next block!



The *Wickham Transport Interchange Project*



It's all too easy to think of Australia as a massive island, whereas in fact it is a fully-fledged continent spanning 7,617,110 km². And in this vast territory, the need for fast connections between settlements was an immediate priority for early European settlers. The first Australian railroad (created for transporting minerals and just a few miles long) was opened in 1831. The rail network was subsequently expanded to its current length of 34,000 km, but this expansion was erratic for historical, geographic and economic reasons.

Every community, state and private enterprise that built a railway line chose arbitrary track gauges, or rail vehicles with specific characteristics that were incompatible with those in the city or neighbouring states, despite exhortations to the contrary from London, the capital of the British Empire.

This inconsistency considerably hampered the development of the network over the following years and a solution only emerged in the 1990s when the state-owned lines were partially privatised, initiating a process of renewal and standardisation that is still ongoing.

It is within this context that the city of Newcastle, in New South Wales, has decided to build a modern interchange centre, where the rail network con-







nects with the subway system, bus lines, taxis and ordinary traffic. Besides the construction of the actual centre itself, the project includes a series of communication, power and road network upgrades and the implementation of various secondary works, the first being the construction of new rail links and the installation of power lines, for which a Hercules is being used. The double-tracking must be completed with minimum disruption to rail services on the existing track and, as with the construction of all major infrastructure works, adherence to the agreed schedule is crucial to the project's smooth execution. Thanks to the Hercules it is possible to remain on schedule by extending the network several hundred metres per day, while at the same time, a few hundred metres behind, power cables are installed and the double track is laid.

Once the rail network has been extended, the Hercules will also be involved in building all the ancillary works of the new interchange centre, including platforms, rail traffic control infrastructure and environmental mitigation works such as pedestrian overpasses, cycle paths and roads. Things have come a long way since those early beginnings in 1831.





STORM at Cremorne Point



Cremorne Point is a residential suburb on the north side of Sydney Bay. Its houses, many of which are constructed in authentic Victorian style, are reflected in the bay's green waters from the top of a rocky promontory, where pathways meander through tropical vegetation including palm trees and bougainvilleas, interspersed by neatly tended English-style lawns. It sounds like an idyllic landscape, but in June 2007 (which is the middle of winter here in the southern hemisphere), the conditions were altogether different. A series of low-pressure systems originating from the Pacific repeatedly struck East Australia and New South Wales in particular, unleashing an almost constant barrage of storms that battered the coast from June 8 to 29 and caused floods, landslides, waterlogging and widespread blackouts, even dumping an inch or two of snow over some interior locations. A large cargo ship, the Pasha Bulker, was blown aground near Newcastle with 700 tonnes of fuel contained in its keel, threatening a major environmental disaster. The first and fiercest of these storms struck the Sydney area on the night of 8 June, bringing torrential rain, 130 km/h winds and waves up to 14 metres high, according to hydrometric data. Cremorne Point was hit hard: the pier, from where the ferry transported residents into the city every day, was swept away by the waves and there were several landslides and serious coastal erosions.



In the following years, winter storms struck the Sydney area again, though not with the same violence. In order to prevent further damage from similar weather patterns in future, various interventions have been carried out with a view to reinforcing the most exposed areas. In one of these involved the construction of a containment wall along the seafront, which was erected by a Pegasus. Despite the limited space available, the machine can accurately deposit large square blocks of sandstone thanks to the rotating platform, which allows fast loading and positioning. In addition, the boom can be extended up to 20 metres either side using the stabilisers, without needing to move the machine. The four steered wheels enable the Pegasus to be repositioned easily if needed, despite the spatial constraints.