

## REPORTABLE INCIDENTS | WHS MINES LEGISLATION

# Weekly incident summary

**12 January 2017**

*Note: While the majority of incidents are reported and recorded within a week of the event, some are notified outside this time period. The incidents in this report therefore have not necessarily occurred in a one week period. All newly recorded incidents, whatever the incident date, are reviewed by the Chief Inspector and senior staff each week. For more comprehensive statistical data refer to our [Annual Performance Measures Reports](#).*

To report an incident call **1300 814 609** 24 hours a day, 7 days a week

**Reportable incidents total: 45 Summarised incidents: 6**

**Summarised incidents** – incidents of note for which operators should consider the comments provided and determine if action needs to be taken.

Incident type	Summary	Comment to industry
Dangerous incident SInNot 2016/01110	Eight rocks fell from a high wall and landed on a drill working under that wall. The rear windscreen on the drill shattered and shards of glass have ended up inside the cab.	Mine operators are reminded of the need to assess the particular risks associated with work in close proximity to high walls and benches. Control of such hazards can be achieved through the use of bunding and appropriate stand off zones.
Dangerous incident SInNot 2016/01108	At the end of night shift, an EH5000 dump truck parked-up in the designated parking area. Two dump trucks were already parked in the area. The driver of the dump truck entered the area and due to a blind spot mistook his position in relation to the other two trucks and reversed, striking the front of one of the trucks.  The operator of the truck that was struck was standing outside the cab of the truck deck waiting to disembark at the time of the incident. No people were injured. The collision caused damage to the handrail and walkway of the truck.	Heavy vehicles such as large dump trucks are known to have blind spots. Mine operators should consider this when designing park-up areas for these vehicles. Such consideration may include road design that provides a single entry to park-up areas that allows the drivers to observe other vehicles parked-up in the area.
Dangerous incidents SInNot 2016/01107 2017/00008	While cutting on the longwall face, a sudden rise of CO <sub>2</sub> (over 5%) was detected at the TG monitor. Coal production was subsequently halted for several hours for unrelated reasons. Upon resumption it was noticed that there was a cavity between the coal seam and	The hazards associated with gas outburst are well understood in underground coal mining operations, however, the incidence of gas outbursts on longwall faces are rare. Mine operators using the longwall method of extraction should make a determination of the gas outburst potential for the longwall. Such an

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	<p>roof strata of about 150 mm height extending at least 4 m into the coal seam and about 4 m wide. It has been interpreted that it was caused by a low energy outburst event. There is very little evidence of ejected material on the goaf side of the spill plates. The location on the face has been previously identified as a geologically disturbed area.</p> <p>In a second incident, gas outburst on the longwall face resulted in the release of a large volume of carbon dioxide and obstruction of the passage across the face. No people were injured.</p>	<p>assessment should include:</p> <ul style="list-style-type: none"> <li>• the geological assessment of the longwall block</li> <li>• taking core samples to determine the insitu gas content of the seam being mined</li> <li>• the assessment of the appropriate and effective methods required to reduce insitu gas content to below outburst threshold limits</li> <li>• the methods of testing required to ensure that gas drainage has been effective, particularly in and around geological structures.</li> </ul> <p>Where the gas outburst risk cannot be eliminated mine operators should isolate workers from the hazard, that is, remove workers from the area of risk.</p>
<p>Complaint</p> <p>SInNot 2016/01106</p>	<p>A complainant alleges that there have been numerous reportable incidents at a mine site that have not been reported to the regulator.</p>	<p>The Mine Safety regulator takes the reporting of incidents very seriously. The regulator <b>must</b> be notified of certain work-related incidents that occur at mine and petroleum sites.</p> <p>For all incidents that must be notified, call <b>1300 814 609 (24 hours a day, 7 days a week)</b>.</p> <p>A <a href="#">notification of incident and injury guide</a> can be downloaded on the website.</p> <p>This matter is being investigated.</p>
<p>Dangerous incident</p> <p>SInNot 2016/01095</p>	<p>A haul truck and a light vehicle were approaching the same intersection and the haul truck was required to give way. Both drivers were aware of each other and approached with caution but the haul truck failed to give way.</p>	<p>Mine operators are reminded that the interaction of light and heavy vehicles has resulted in fatalities (see <a href="#">Investigation into fatal collision</a> on the website).</p> <p>Mine operators should be aware of the human and organisational factors that may result in an incident. As such the option of segregate of light and heavy vehicles should be considered as a control measure.</p>
<p>Dangerous incident</p> <p>SInNot 2017/00046</p>	<p>A private vehicle was leaving a mine site. Weather conditions at the time of the incident were poor. The driver of the private vehicle lost control while driving and collided head-on with the mine site security gate. The gate impaled the vehicle resulting in the gate passing through the engine bay and under the driver's seat. The driver of the private vehicle suffered a fractured ankle and the passenger was unharmed.</p>	<p>A fatality occurred in very similar circumstances in 1998. Mine operators should consider the potential for such an incident and consider the placement of appropriate barriers to ensure a vehicle that loses control cannot collide with any gate.</p>

## Quarterly incident totals Jan 2014 - Dec 2016



## Recent incident publications

### SB17-01 Industry reports more truck rollover incidents

You can find all our incident related publications (i.e. safety alerts, safety bulletins, incident information releases, weekly incident summaries and investigation reports) on the [Mine Safety website](#).

## Further information

Email: [mine.safety@industry.nsw.gov.au](mailto:mine.safety@industry.nsw.gov.au):

### COAL (NORTH) and EAST METEX

#### Maitland

NSW Department of Industry  
Mineral Resources  
516 High Street, Maitland NSW 2320  
(PO Box 344, Hunter Region MC  
NSW 2310)  
T 1300 814 609

### COAL (SOUTH)

#### Wollongong

NSW Department of Industry  
State Government Offices  
Level 3, Block F, 84 Crown Street,  
Wollongong NSW 2500  
(PO Box 674, Wollongong NSW 2520)  
T 1300 814 609

### WEST METEX

#### Orange

NSW Department of Industry  
161 Kite Street, Orange NSW 2800  
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T 1300 814 609

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Disclaimer: The information contained in this publication is based on knowledge and understanding at the time of writing (January 2017). However, because of advances in knowledge, users are reminded of the need to ensure that information upon which they rely is up to date and to check currency of the information with the appropriate officer of the NSW Department of Industry, Skills and Regional Development or the user's independent advisor.