

Week ending 26 July 2017

This incident summary provides information on reportable incidents and safety advice for the NSW mining industry. To report an incident to the NSW Resources Regulator: phone 1300 814 609 24 hours a day, 7 days a week.

At a glance

Type	Number
Reportable incident total	34
Summarised incident total	13

Summarised incidents

Incident type	Summary	Recommendations to industry
Dangerous incident SinNot 2017/01100	<p>A light vehicle, carrying five people, was stationary at a stop sign at an intersection. A second light vehicle, with a single occupant, collided with the rear of the stationary vehicle.</p> <p>A passenger in the stationary vehicle was reported to have a serious hip injury. The driver of the other car was reported to have suffered a knee injury.</p> <p>Police and ambulance were called to the scene when equipment was needed to rescue one of the passengers.</p>	<p>Mine operators should consider enforcing the use of seat belts, assessing the suitability of intersections and the lighting of these intersections on sites.</p> <p>Mine operators are also reminded that in fulfilling their duties to notify emergency services, the agencies may activate defined response arrangements including a 'standard response' as outlined in the NSW State Rescue Policy. Mine emergency procedures and site management practices should integrate these arrangements to enable agencies to perform their duties as required.</p>

<p>Dangerous incident SinNot 2017/01099</p>	<p>A rock the size of a hard hat ejected from under a service truck wheel as the truck moved off. The rock landed 15m to 20m from a worker.</p>	<p>Roads must be maintained to a high standard. Remove rocks and debris that could pose a hazard. Vehicle location should be carefully considered with respect to parking while performing maintenance activities on-site outside of a workshop.</p>
<p>High potential incident SinNot 2017/01132</p>	<p>A miner cable was hanging too low during breakaway. The cable was caught on the trapping shoe of a shuttle car and when the shuttle car was returning to boot, cable was pulled from a receptacle on the miner. Background gas levels were 0.52 (carbon dioxide) and 0.34 (methane). The area was isolated and made safe.</p>	<p>Sites must maintain cables consistently with their cable management plans. Face workers and mining supervisors should all be trained and familiar with the requirements of the plan.</p> <p>Regular audits by mining supervisors and electrical staff will assist in compliance and maintenance of heights avoiding contact with shuttle cars and other mobile machines.</p>
<p>Dangerous incident SinNot 2017/01127</p>	<p>A panel electrician manning the main gate smelled something unusual. He inspected and found a collapsed idler with sparks coming from it about 5m outbye of boot end. He immediately isolated the conveyor.</p> <p>He went to remove the idler set and saw a flame at the bearing seal of the idler. He immediately placed the idler in ground water then hosed down the area.</p>	<p>The failure mode of the idler needs to be determined and the risk of collapse and failure considered in risk assessments.</p> <p>Operators should review control measures for the prevention, detection and suppression of fires on conveyors including consideration given to:</p> <ul style="list-style-type: none"> • minimising external loads applied to conveyor rollers from the conveyor belt alignment and set up • lifecycle management of conveyor rollers (operational hours used) and consideration of mean time between failure • regular inspections • general housekeeping • accessibility to firefighting equipment in the event of a fire occurring.
<p>Dangerous incident SinNot 2017/01122</p>	<p>A dump truck was travelling down a hill from the tip. A light vehicle was travelling uphill to the pit at the same time - the light vehicle driver noticed the dump truck did not slow down at the give way sign and so he stopped and rolled back downhill out of the way. The truck and light vehicle missed each other by one metre.</p>	<p>Mine operators should review the vehicle and traffic management system and check</p> <ul style="list-style-type: none"> • intersection design and signs are consistent with mine plans • height of windrows • foreground and background lighting along with machine and vehicle lighting • limited vision of operators due to blind spots • fatigue • distractions. <p>See Investigation report – Fatal collision at Ravensworth mine.</p>

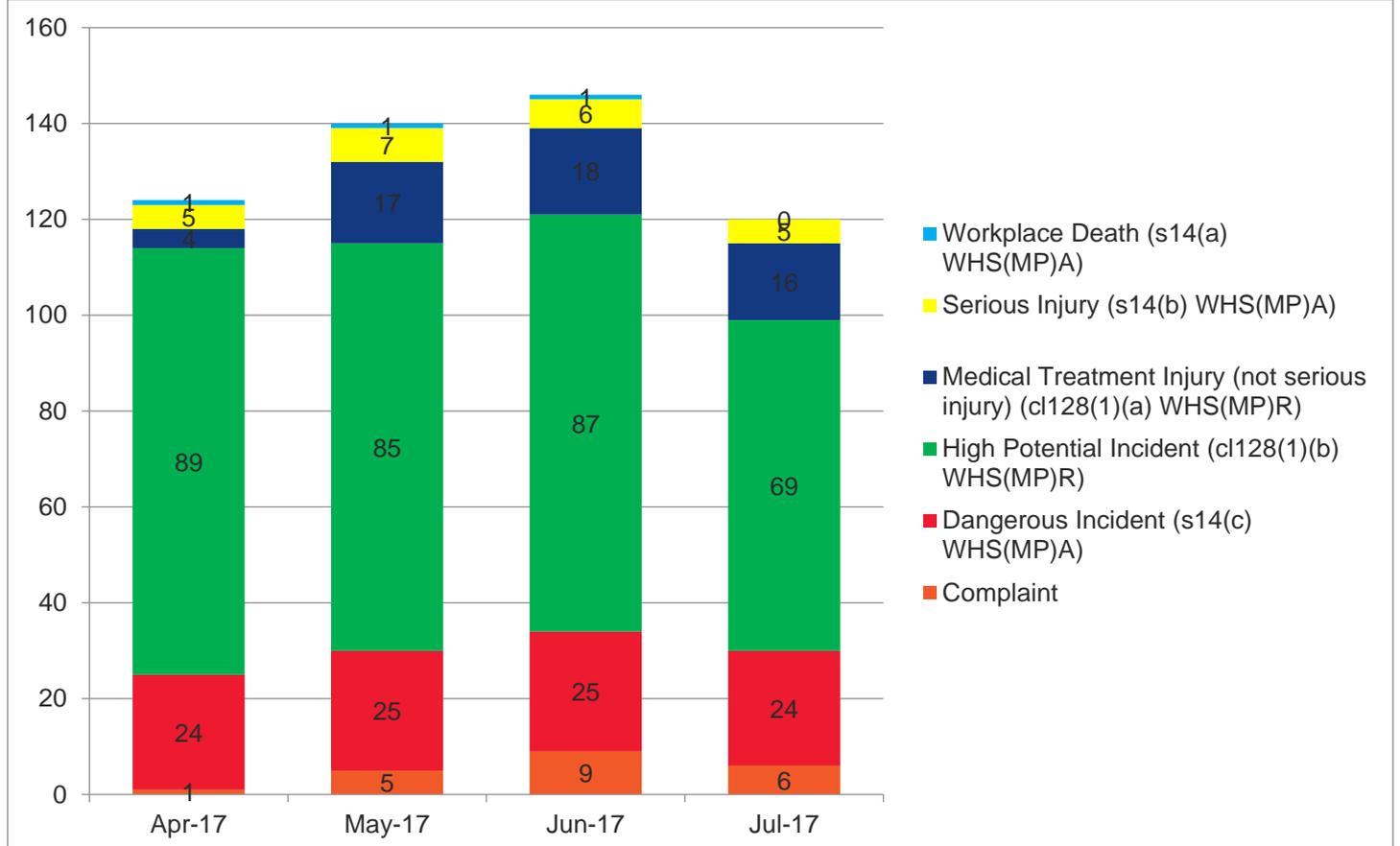
Dangerous incident
SinNot 2017/01129

There was a longwall face intercom unit temporarily wired in to the permanent longwall 901 face system because of polyurethane activities. The temporary wiring voided the ingress protection (IP) integrity of the unit and, as such, the mine reporting a failure of explosion-protected apparatus.

The IP rating on enclosures of intrinsically safe equipment must be maintained to ensure its integrity and that it complies with its certification.

This incident highlights the need for sites to:

- plan works that involve the interconnection of temporary additions to critical control and monitoring systems
- follow and complete site change management processes
- ensure electrical tradespeople who install, repair and maintain intrinsically safe equipment are trained and competent in the intrinsically safe explosion-protected technique and are aware of the importance of maintaining IP ratings.



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.

Recent publications

- **Safety alert:** [Longwall faces – safe access and emergency exits](#)
- **Investigation information release:** [Flyrock incident at open cut coal mine](#)
- **Mine Safety News:** [Resources Regulator compliance priorities](#)

Disclaimer

The information contained in this publication is based on knowledge and understanding at the time of writing. However, because of advances in knowledge, users are reminded of the need to ensure that information on which they rely is up to date and to check the currency of the information with the appropriate officer of NSW Department of Planning and Environment or the user's independent advisor.

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