

Resources Regulator
Department of Regional NSW

NSW Resources Regulator

Anthony Margetts
Principal Inspector Mining
Engineering

February 2023

regional.nsw.gov.au



Presentation Summary

In this presentation we'll cover:

- A brief review of the statistics
- PD/CA Journey to date
- NSW RR Position

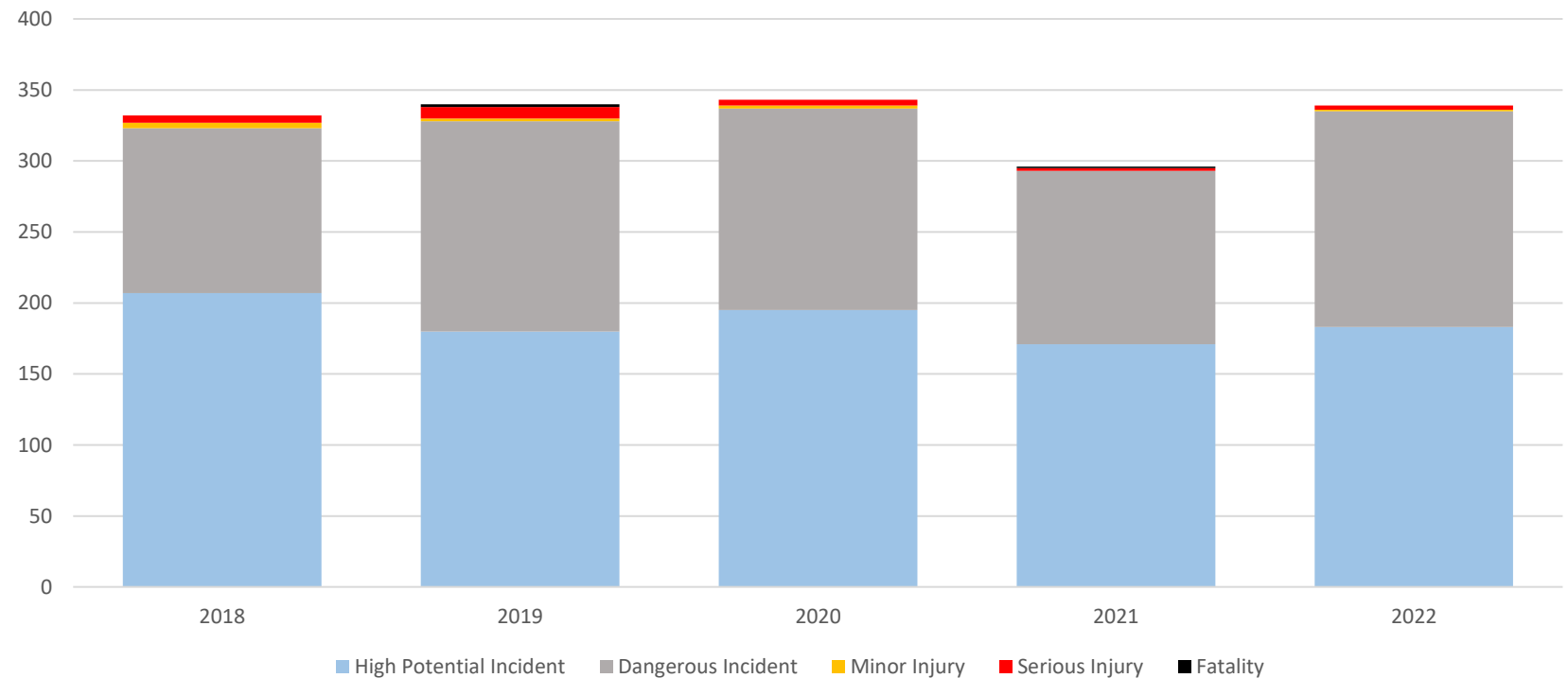
First a Reminder of why we are here.....



NSW Mining Update – Vehicle Interaction Stats

- All Mines in NSW

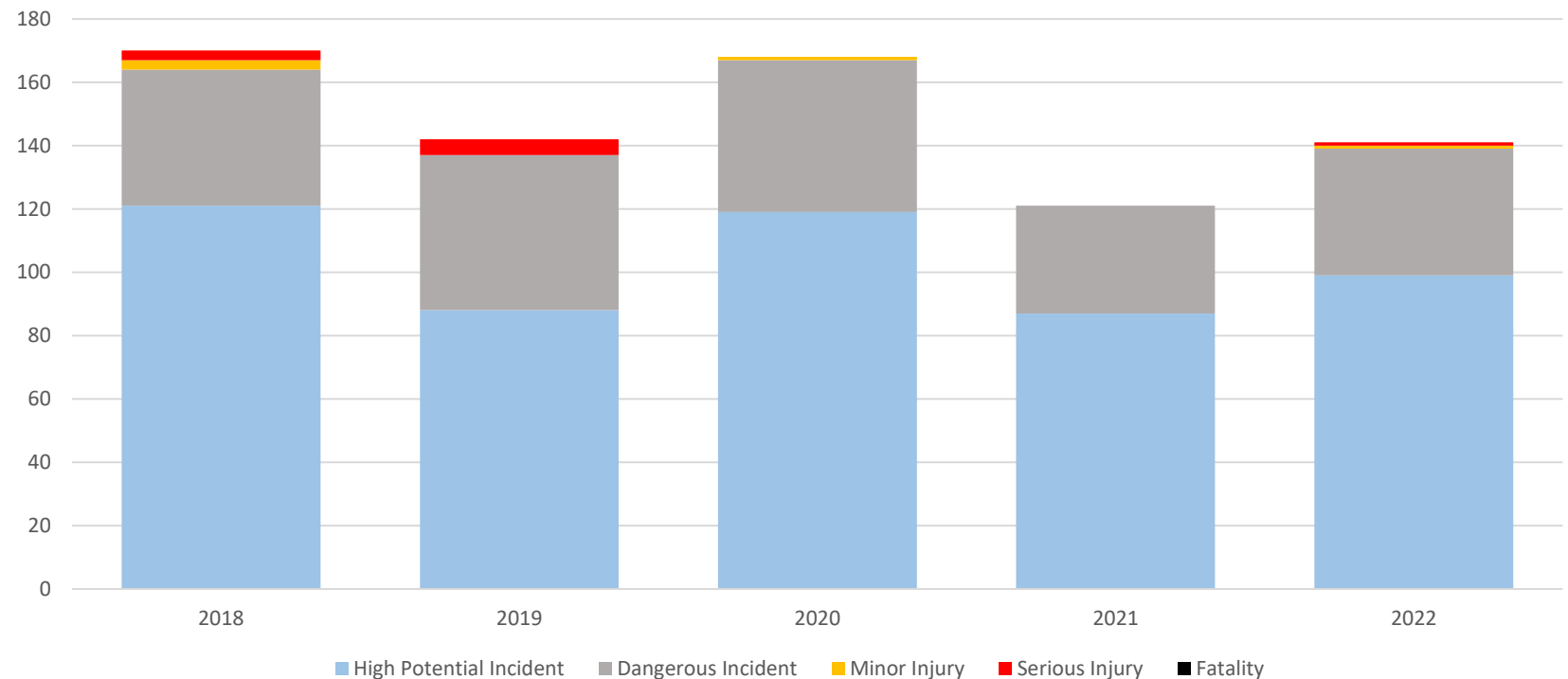
Vehicle Interaction Incidents - All NSW Mines
(5 years)



NSW Mining Update – Vehicle Interaction Stats

- All Mines in NSW
- NSW Underground mines

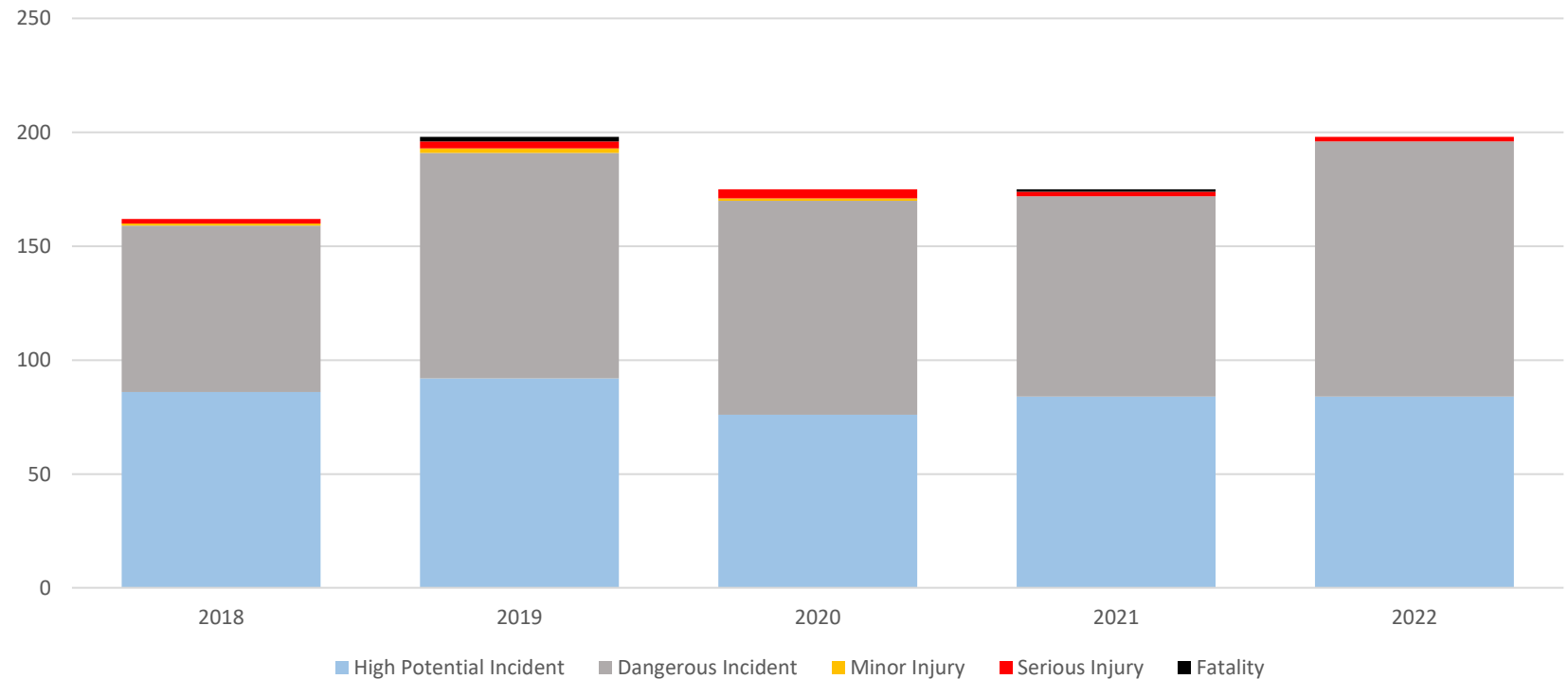
Vehicle Interaction Incidents - All NSW **Underground** Mines
(5 years)



NSW Mining Update – Vehicle Interaction Stats

- All Mines in NSW
- NSW Underground mines
- NSW Surface mines

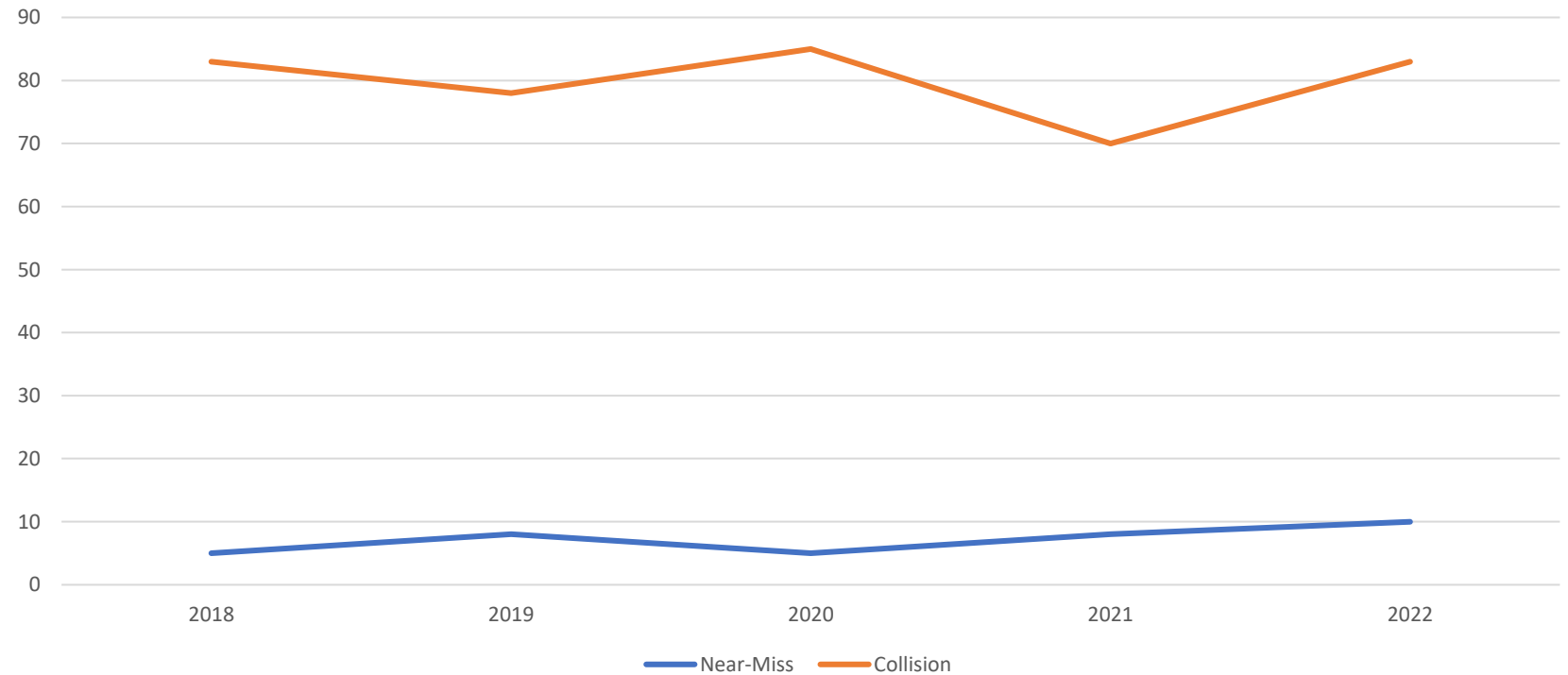
Vehicle Interaction Incidents - All NSW **Surface** Mines
(5 years)



NSW Mining Update – Near hits and Collisions

- All Mines in NSW

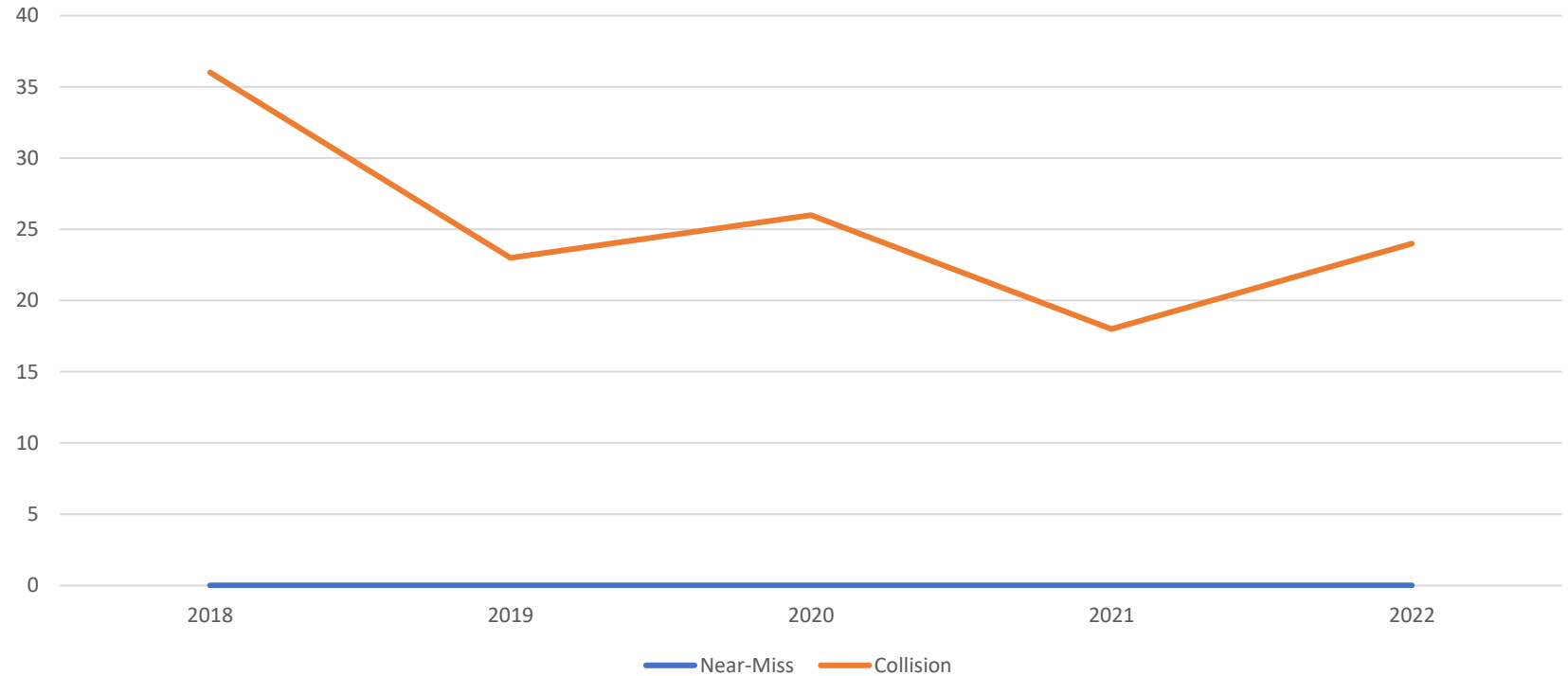
Vehicle Interaction Incidents - All NSW Mines
(5 years)



NSW Mining Update – Near hits and Collisions

- All Mines in NSW
- NSW Underground mines

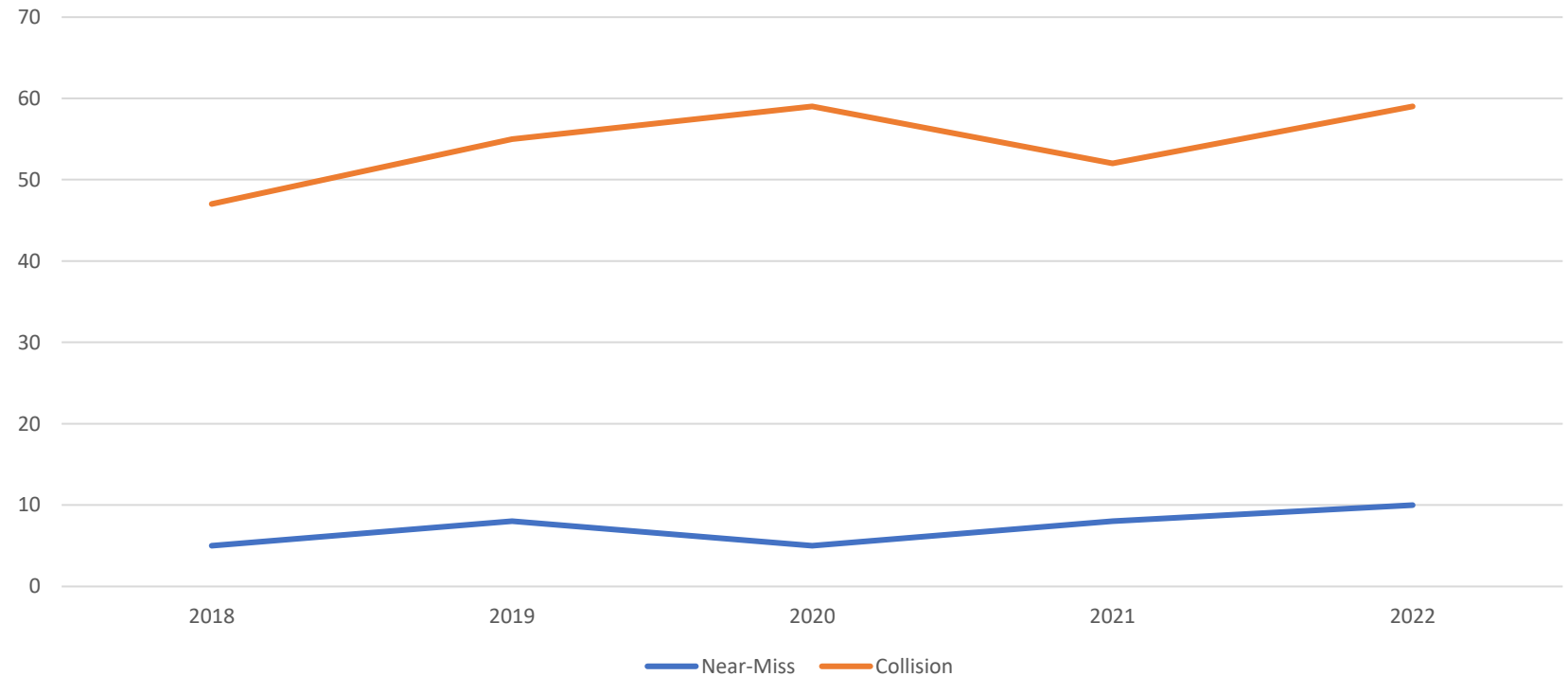
Vehicle Interaction Incidents - All NSW **Underground** Mines
(5 years)



NSW Mining Update – Near hits and Collisions

- All Mines in NSW
- NSW Underground mines
- NSW Surface mines
- We should all accept that across all sectors near-misses would be significantly under-reported to mine operators

Vehicle Interaction Incidents - All NSW Surface Mines (5 years)



Collision Avoidance Engagement Journey

- Initial engagement forum held in March 2022
- Focused on emerging technology across the industry
- And introduced the EMERST/ICMM approach vehicle interaction improvement



Collision Avoidance Engagement Journey

In 2022 attendees at the initial forum said that:

- Technology still required development, integration and implementation
- Some mines had installed technology with limited success
- Nuisance alarms, overcoming existing VI performance deficiencies and inadequate human factors design in operator interface were the biggest challenges
- Emerging knowledge was in the industry of the EMERST/ICMM VI improvement resources and ongoing projects

Collision Avoidance Engagement Journey

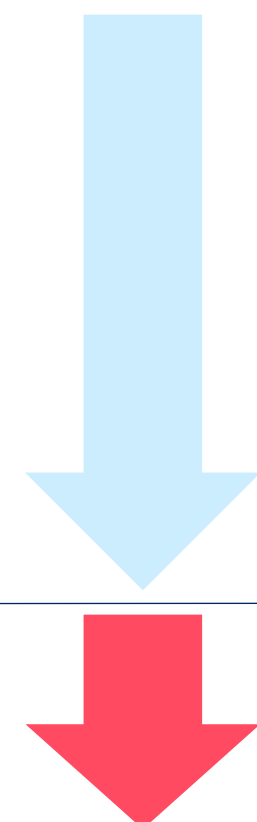
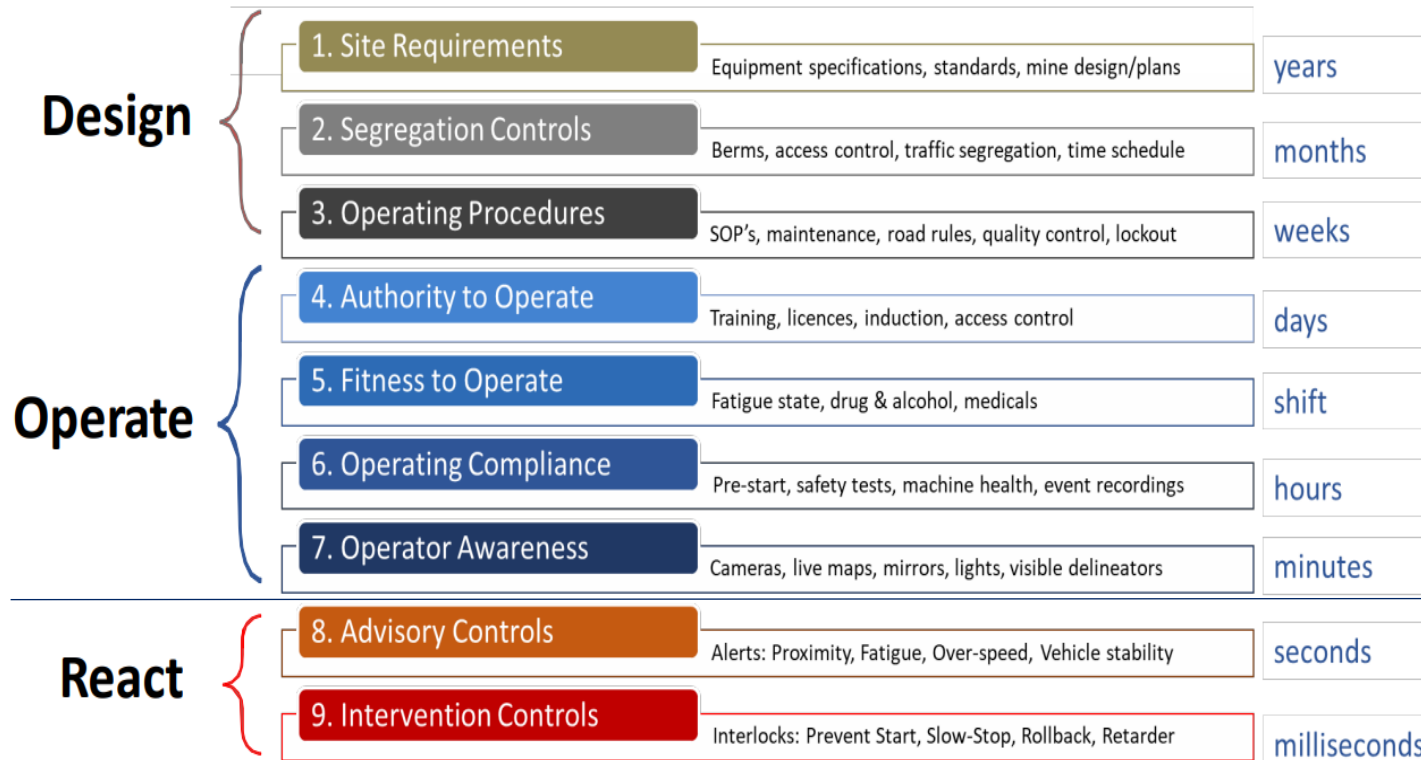
Since the 2022 forum:

- Some effective developments in the industry have occurred, to be showcased today
- EMERST/ICMM have made continued to make progress with their work, which will be discussed
- The NSW RR has continued to monitor and analyse vehicle interaction (VI) challenge and has adapted it's response accordingly

Collision Avoidance Engagement NSW RR Position

- The NSW RR encourages the NSW mining industry to consider adoption of the EMERST control effectiveness model and underlying processes/resources when tackling the challenges of VI improvement
- However, the NSW RR also emphasises the overriding legal obligation on Mine Operators to implement the hierarchy of controls to seek and assess higher order controls for VI, e.g. levels 8 and 9 type controls as identified in the EMERST 9 level control model

Collision Avoidance Engagement NSW RR Position



Fundamental good practice and critical to get right prior to assessment / implementation of level 8 & 9 controls. Effective implementation reduces unwanted VI exposure

However are predominantly administrative and/or rely on good systems to maintain effectiveness.

Regulatory obligation under Part 3.1 of the WHS Regulation 2017 to assess and implement where determined reasonably practicable

Collision Avoidance Engagement NSW RR Position

In Summary:

- Mines should learn from and utilise existing leading practice in the industry when determining effective controls for VI challenges, including the EMERST/ICMM resources and approach
- The EMERST control effectiveness model provides good approach to holistically assessing and implementing VI controls
- Mines are reminded of their legal obligation to assess and implement higher order controls where practicable to do so

Questions

