Weekly incident summary

Week ending 16 August 2024

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

High level summary of emerging trends and our recommendations to operators.

Type	Number
Reportable incident total	66
Summarised incident total	4

Summarised incidents

Incident type	Summary	Comments to industry
Dangerous incident IncNot0047422 Underground coal mine	While installing a conveyor belt, workers were pulling a belt winch rope over a belt structure. The rope, with a steel eyelet attached, was wound around the handrail of a man basket on an Eimco to assist with pulling. A knot formed in the winch rope and got caught in the V-shape return frame causing high tension on the rope. The rope subsequently uncoiled at speed from the basket handrail and travelled past 2 workers in the basket and the Eimco operator. The rope recoiled about 50 m past the Eimco before it stopped. The steel eyelet flew past the heads of 2 workers, missing them by about 300 mm.	This and other recent incidents of rope and sling failures while under tension are the subject of investigation and further information will be published later. Mine operators are reminded of the need to undertake proper risk analysis before undertaking pulling tasks. Workers should not be in the line of fire in the event of rope or sling failures.

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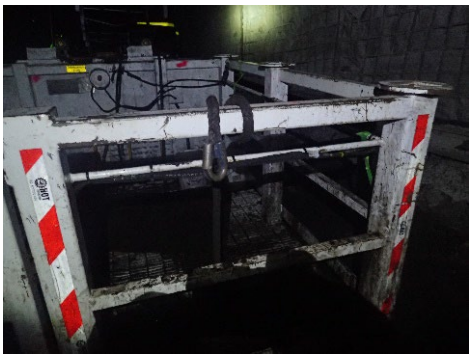
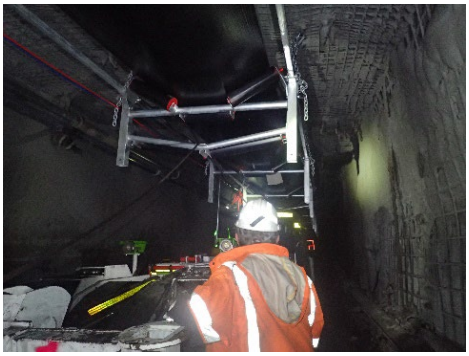
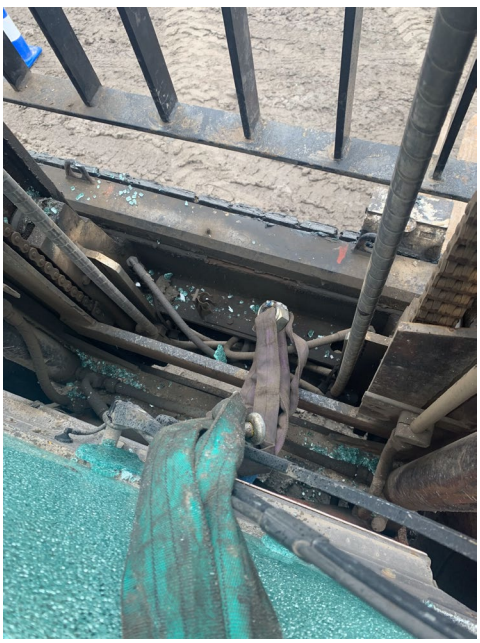
Incident type	Summary	Comments to industry
	 	
Dangerous incident IncNot0047473 Open cut coal mine	Workers who were removing track pins from an excavator welded a nut (M28-30) to a pin, and used a sling attached to a forklift to try to pull out the pin. The weld failed and the nut and steel shackle on the sling flew through the front window of the forklift and out the back window, hitting the operator. 	Refer to incident above.

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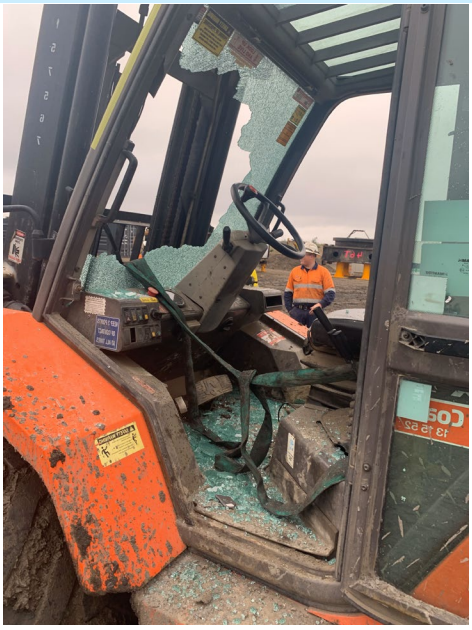
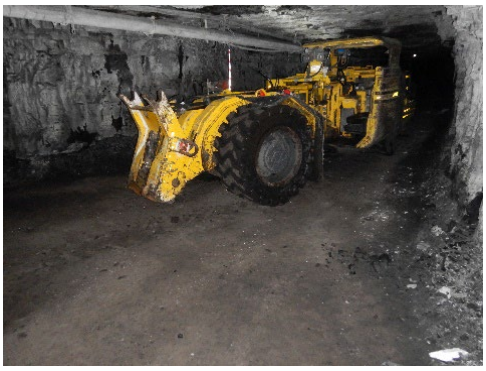
		
Dangerous incident IncNot0047433 Underground metals mine Roads or other vehicle operating areas	A load haul dump (LHD) lost traction while going down a 1:4 drift and travelled for about 150 m - unable to stop. The LHD collided with the rib and conveyor structure along the way.  	The Resources Regulator is concerned in the increasing number of lost traction incidents. Operators are reminded that they must operate vehicles at a speed that is appropriate to the prevailing conditions. Engineering controls that minimise the risk of loss of control should be considered, including the use of speed-limiting devices, speed monitoring and alarms.
Dangerous incident IncNot0047438 Metals processing	A loaded haul truck slid on a wet surface (slight downhill gradient) and contacted the windrow. The haul road is a designated single lane area. An empty truck was waiting at the end of the single lane section which was	Refer to incident above.

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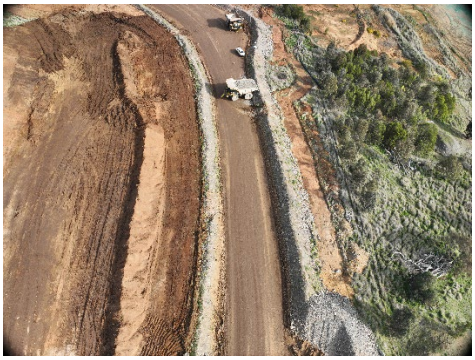
Roads or other vehicle operating areas	approximately 50 m from where the truck came to a stop. The slide was approximately 30 m. 	

Other Resources Regulator publications

IIR24-07 Dangerous incident involving an explosion in a reclaim tunnel after use of an electrofusion welder

The Resources Regulator has published an investigation information release following a dangerous incident involving an explosion at Cadia Mine, near Orange on 22 July 2024.

The investigation will canvass the effectiveness of controls to eliminate or minimise the risks to health and safety of workers arising from the electrofusion welding process including:

- planning the work
- materials and processes used in preparing component surfaces for welding
- instruction, training, experience and supervision of the workers
- adequacy of risk assessments, work instructions and procedures
- adequacy of controls to minimise the risk of fire and explosion
- the tunnel work environment.

Read the full report.

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.

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