



Anglo Coal (Capcoal Management) Pty Ltd
 Capcoal Underground Grasstree Mine
 Management Plan
 Involved Person or Witness Statement
 MP.GTM.025

APPENDIX 3 INVOLVED PERSON OR WITNESS STATEMENT

Event Description:	22.5% @ 197 Chock		
Date and Time:	6/4/20 1115 hours.		
Location of Event:	Longwall Face #197 Chock		
Witness Details			
Name of Witness:	Joshua Smith	Contact No:	[REDACTED]
Job Title:	ERZ Controller	Anglo No:	982918
Employer:	OKR		
Witness Statement			

What task were you undertaking prior to or at the time of the incident?

Writing Statutory report in Cribroom

Who were you working with at the time of the incident?

No-one

Who was your supervisor?

Ben Miller

Who was the ERZ Controller responsible for the zone at the time of the incident?

N/A

What processes or procedures were you following whilst carrying out the task (if involved in the incident)? Did you have a permit to work / authority to work?

Conducted Statutory inspection of the area earlier in shift 0835 hours.

Was a workplace inspection conducted prior to working in the area? If so, when and how?

Yes. By myself (Tailgate Drive Inspection 0835 hours)

What was your role in the incident?

ERZ Controller



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Explain your own words what happened during incident including the lead-up, incident occurrence, and post incident – please include what you saw, heard and did. (If you need more space, please attach another page at rear). Draw diagrams if necessary.

Earlier in the shift on inspection gas readings were found to have increased from previous shifts. Upon finishing inspection and beginning report writing I was notified by the Manager that the Tailgate #197 CH₄ sensor had exceeded 2.5% and tripped power. I proceeded to the tailgate and found 7.5% CH₄ at the tailgate drive. I instructed the crew to re-establish the wing at #195/#196 shield and brace the tailgate shields. This lowered gas levels to acceptable levels to conduct work. I instructed the electrician to replace the CH₄ sensor at #197 and purge enclosures. I proceeded into the tailgate roadway, organised the support crew to round up gear to construct a shemwood curtain and contacted the CEO to provide an update. The CEO advised the govt plant had greatly reduced capacity overnight and I informed that the govt previously hanging up by 8m had fallen flush with the Shields. The ALS electrician and myself calibrated the roadway CH₄ sensor, shemwood curtain constructed (10m) and all gate and chutes braced/covered. Handed over to ALS deputy and reported to surface with 2x Shearer operators at time of incident.

What conditions influenced the incident and what do you think caused the incident?

- Tailgate went full
- Vent drainage reduced by up to 70% overnight
- Tailgate cutting sequence.
- Damaged wings #195-196 Shield.

Was there anything unusual you observed prior to or during the Event (sights, sounds, smells, other work in the area etc)?

- Vent hanging up by 8m and increased gas levels.

How do you think the incident could have been prevented?

Tailgates shields braced/covered might have prevented govt gas exceeding limits at drive.

Interviewee Name: JOSHUA SMITH	Date: 6/4/20
Signature: [Redacted]	