

Enablon ID No.

Hazard & Incident Report Form



To be completed by reporting person with assistance from Supervisor (Surface incidents) or ERZ Controller (UG incidents).

ALL Sections of this form are mandatory unless marked.

Title of Hazard / Incident:		72.5% METHANE AT TG DRIVE & IN LW604 TG ROADWAY.			
Date occurred:		20 / 7 / 19		Time:	1150 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm
Classification: Hazard <input checked="" type="checkbox"/> Safety <input checked="" type="checkbox"/> Material Losses / Damage / Business Interruption <input checked="" type="checkbox"/> Legal / Regulatory <input checked="" type="checkbox"/> Environment <input type="checkbox"/> Social / Community <input type="checkbox"/> Impact on Reputation <input type="checkbox"/> Health Illness <input type="checkbox"/> Workplace Exposure <input type="checkbox"/>					
Department: Outbye <input type="checkbox"/> Development <input type="checkbox"/> Longwall <input checked="" type="checkbox"/> Compliance <input type="checkbox"/> Tech Services <input type="checkbox"/> Seamgas <input type="checkbox"/> SHE <input type="checkbox"/> Business Improvement <input type="checkbox"/> Human Resources <input type="checkbox"/> Commercial / Supply Chain <input type="checkbox"/> Maintenance / Engineering <input type="checkbox"/> Other <input type="checkbox"/>					
Specific Location:		LW604 TG ROADWAY & TG DRIVE.			
Reported By: Include ID #		S. FRASER 6052030			
Key Person(s) Involved: Include ID #		TIM MILLER, JAIME HUFF & SCOTT FRASER.			
Others Involved: Include ID # (e.g. Witnesses)		AS ABOVE.			
Equipment Involved:		TG DRIVE, SHEPHER.		ERZC / Supervisor: Include ID # S. FRASER 6052030	
Crew:		C		Contractor Group: LONGWALL.	
Shift Length:		12 HRS		Hours into Shift:	3 HRS
				Consecutive days worked: 1	
Incident Description: THE TG ROADWAY HAD JUST BEEN CUT OUT ON ITS FIRST RUN, THE SHEPHER CUT BACK TO #129 CHECK & WAS CUTTING INTO THE TG FOR ITS SECOND (SNAKE) & AT #141 POWER WAS LOST TO THE FACE BACK TO THE DCS.					
Diagram: (Attach additional notes if required):					
Immediate Direct Cause:		METHANE.		Mechanism: EXCESS METHANE.	
Immediate Corrective Actions Taken:		REMOVED OPERATORS BACK TO THE MG, INVESTIGATED TRIP. UPON INVESTIGATION FOUND CH4 BLOWERS IN REAR OF CHECKS BETWEEN #105 & #110 WITH GB CH4 UP TO 2.3% IN REAR WALKWAY AT #110, FOUND TG DRIVE SENSOR HAD FALLEN OVER & PGD WAS READING 72.5% CH4 NEXT TO SENSOR. FURTHER INVESTIGATION FOUND 72.5% CH4 IN TG ROADWAY.			
Refer to attached Moranbah North Risk Matrix for below:					
Actual Consequence: Not Applicable for Hazards	Insignificant <small>(first aid case, damage <0.01% annual revenue etc)</small>	Minor <small>(medical treatment, damage 0.01 - 0.1% annual revenue)</small>	Moderate <small>(lost time injury, damage 0.1 - 1.0% annual revenue)</small>	High <small>(permanent disability/fatality, Anglo HPI)</small>	Major <small>(numerous permanent disabilities/fatalities, Anglo HPI)</small>
	Potential Consequence:	Insignificant <small>(first aid case, damage <0.01% annual revenue etc)</small>	Minor <small>(medical treatment, damage 0.01 - 0.1% annual revenue)</small>	Moderate <small>(lost time injury, damage 0.1 - 1.0% annual revenue)</small>	High <small>(permanent disability/fatality, Anglo HPI)</small>
Has the hazard, defect or incident been effectively controlled on shift?				YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
If not, why not?					

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People's Behaviours:	Timeline	
NIL	01/01/18 06:00	Example: Attended Start of Shift
	0900 - 1000	START OF SHIFT & TRAVEL TO LW.
	1000 - 1200	CUTTING TG DRIVE & MOUND TG (2 SHEARS)
Environment:	1200 - 1300	POWER LOST ON FACE - INVESTIGATED.
HIGH CUT IN SEAM BELOW.	1300 - 1700	DEGASSED SHEARER, TRUCK
GOAF HOLE NOT YET ON SUCTION.		& TG DRIVE - SETUP BEARING WINGS & SALES TO MANAGE CUT ON FACE.
Equipment:	1700 - 1730	WAITING ON APPROVAL TO START UP
TG DRIVE, SHEARER.	1800 - 2000	Production.
	2000 - 2100	TRAVEL OUT.
Procedures:		
DE-GASING PROCEDURE FOLLOWED.		

Additional Actions to prevent reoccurrence: (ERZ Controller/ Supervisor to complete)

Action Description	By Whom	Action Due (date)	Enablon ID #
INVESTIGATE UG DRAINAGE OPTIONS FOR LOWER SEAMS.	K. SLOAN	20/8/19.	
INVESTIGATE GOAF HOLE SPACING ARE ADEQUATE.	K. SLOAN.	20/8/19.	
Is a Banner Alert required to be issued? Yes <input type="checkbox"/> No <input type="checkbox"/>			
If yes, which Banner Alert: Green <input type="checkbox"/> Orange <input type="checkbox"/> Red <input type="checkbox"/>			

Incident Sign Off: (TO BE SIGNED OFF AND RETURNED TO SAFETY DEPARTMENT WITHIN 24HRS OF INCIDENT)

Person Reporting	Date: 20/7/19.	Supervisor (for Surface incidents) ERZ Controller (for UG incidents)	Date: 20/7/19
Name: S. FRASER	Signature: Confidential	Name: S. FRASER	Signature: Confidential
Undermanager	Name: JAMIE GIBSON	Signature: Confidential	Date: 21/7/19.
Superintendent / Manager	Name:	Signature:	Date: / /
Entered into Enablon by (Name):			Date: / /