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Anglo American

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Incident Investigation Initial Witness Statement Form

Name:	SCOT FRASER	Job Title:	DEPUTY
Telephone No.	Redacted	Supervisor:	J. GIBSON
Interviewer Title/Position:	NA	Date/Time:	20/7/19
Work Location:	LW604		
Location of Incident:	LW604 FACE		
Incident Time and Date:	1200PM 20/7/19		

Please describe fully everything that you saw and heard before, during and after the incident (use additional paper as needed):
 I CARRIED OUT MY FIRST INSPECTION OF THE FACE WITH NO ISSUES OR CHANCES OF CONCERN, I NOTICED THE TG DRIVE SENSOR WAS 0.6% CH4 ON FIRST INSPECTION, MID FACE 0.7% & 0.5% @ #140. THE SHEARER HAD CUT ONCE IN TG, I MADE MY WAY BACK TO M9 & AT #140 POWER WAS LOST TO FACE. I REMOVED PERSONS FROM FACE TO M9 & INVESTIGATED. AT #100 I NOTICED THE GS CH4 IN REAR WALKWAY WAS >1% & FOUND CH4 BLOWERS IN REAR OF WALKWAY WITH MAX 2.3% CH4 IN REAR WALKWAY AT #110. I INSPECTED TG DRIVE SENSOR & FOUND >2.5% CH4 AT SENSOR 15 MINUTES AFTER POWER WAS LOST. I CONTACTED UNDERMANAGER

Please describe all that you know about the work and conditions leading up to the incident (use additional paper as needed):
 I PROVIDED UPDATE OF WHAT I FOUND. SHEARER STOPPED AT #141. WE THEN CONTACTED EEM & WAS TOLD TO DE-CASS SHEARER, TG CMU & TG DRIVE. LECKYS STARTED HV SWITCHING PROCESS FOR DE-CASSING. WE ERECTED 2X WINGS TO VENTILATE REAR WALKWAY @ 95 & 100 CHECKS. WE

Note anything unusual you observed before or during the incident (sights, sounds, odours, etc.):
 MOVED THE COOL TUBES TO FACE ROOF OF CHECKS IN REAR WALKWAY TO DILUTE & DISPERSE LAYERING. WE DE-CASSED ELECTRICAL ENCLOSURES AS MENTIONED ABOVE & CHANGED OUT TG DRIVE SENSOR. SENSOR WAS

STILL READING UP & DOWN SO OPENED FLAPS AT TG CMU & PUT WING UP TO FLUSH CH4 OUT UNDER CARPORT WITH VENTILATION. SENSOR STABILISED. ERECTED BRATICE ACROSS REAR OF CHECKS FROM #100-#120 TO BLOCK CH4 FROM ENTERING WALKWAY. GOT APPROVAL TO START AGAIN. CUT 1.5 SHEARS WITH NO ISSUES.

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What conditions influenced the incident (weather, time of day, equipment malfunctions, etc.)?
 IT WAS BETWEEN DRINKING HIGH & LOW.

How could the incident have been prevented?
 INCREASED USE & GOAF DRAINAGE,
 WAS NOT CAUSING ISSUES BEFORE SO SLOWING
 DOWN INTO TG WAS NOT CONSIDERED.

Please list other possible witnesses:
 J. HUFF, T. MILLER.

Additional comments/observations:
 AS PER FRONT PAGE.

Signature: Redacted **Date/Time:** 20/7/19.