



Queensland Government

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Mine Name	Mine ID	Operator	Activity Type	Activity Date
Grosvenor Coal Mine	MI02976	Anglo Coal (Grosvenor Management) Pty Ltd	Inspection	06/08/2018

Our Vision: **Zero Serious Harm**

Mine Record Entry

This report forms part of the Mine Record under s68 of the Coal Mining Safety and Health Act 1999. It must be placed in the Mine Record and displayed on Safety Notice Boards.

Note that inspection or audit activities conducted by the Mines Inspectorate are based upon sample techniques. It remains the primary responsibility of Mine Personnel to identify hazards, and risks associated with Operations and ensure those risks are at an acceptable level.

Today, arriving at 7:45am Monday 6 August 2018, I conducted an announced inspection at Grosvenor Mine. I had contacted Trent Griffiths (SSE, in the absence of Mark Kirsten) indicating my time of arrival and he informed me that I would be received by Shift Undermanager, Tim Conway. I reported to Mr Conway informing him that I wished to inspect LW 102, MG 104 and Mains Developments.

1. Surface Activity

1.1 Control Room

I discussed the Mine status with Mr Cody Grey (CRO) and he was able to give a full rundown adding that there had been a TARP relating to LW 103TG CO level, caused by diesels present - 7ppm in the TARP range of 5 to 20 ppm. This was fully recorded on the ERZ Controllers report.

1.2 ERZ Controllers Reports

All reports that were read had detailed, relevant and clear records of issues on the district and the production report carried no safety related information that was not on the statutory report. The Inspectorate have previously been quite critical about such matters and on this occasion all reports were of a very good standard.

1.3 Undermanager's Briefing for Officials and Machine operators(Shearer & CM) and Crew Shift Briefing.

I listened to Mr Conway's briefings and then the crew briefing and throughout there was consistency of information and plans for the forthcoming shift without any uncertainty or ambiguity.

I referred to that matter in talking to the crews at the muster area and raised two matters which are giving concern in the Bowen Basin deep mines. They were the large number of finger and hand injuries arising in particular out of bolting activity and the number of vehicle collisions with other vehicles and coal mine workers.

2.0 Underground Inspection

I was accompanied underground by Mr Conway and Steve Bullough (Compliance Superintendent)

2.1 General Comments

There were a number of themes common throughout the inspection on all districts.

- Good examples were -

Conditions on district were consistent with statutory reports
District inspection boards and other information boards had clear, accurate and fresh information

All developments were well supported

All officials demonstrated a grasp of the issues on district

Thorough stonedusting which was up to date

Well maintained and clean tidy crib rooms and rescue facilities

Good quality fan installations

Disciplined vehicle interactions

Well supported stubs with adequate hazard tape with information tags

Well illuminated mains roadways

Well maintained travel roads - it is known that inbye longwall 102 requires improvement

Good signage throughout

Tell tales all reported

- Minor sub-standard items were -

Information tags not always explaining the hazards sufficiently

Electrical supply system and storage pods in travel roads with materials untidily stacked between units

Three sets of lifting equipment on LW102, one not tagged, one blue and one green (all in physical order but not in use)

2.2 Mains Development LW 105 Chute Road No2

On arrival at the Mains crib room I met with bull gang ERZ Controller Mr Alan Sorenson who gave a brief run-down on activity. The crews arrived as we left the district. The Mains had just restarted cutting after finishing work in gate development and it was clear that the panel had been laid out in orderly fashion.

The heading had advanced 27m on the previous two shifts after two days set-up work. The floor had been regraded to the face of the heading position and was influenced by water in the cross-drive making the tramming route boggy. The ribs had been given extra support with an extra rib bolt on both sides - the shotcreting will be extended to floor level. I passed my observations to Darren Davies the oncoming ERZ Controller.

The standards were very good.

2.3 Longwall 104MG 17 CT

We were met by ERZ Controller Steven Richards. I made the comment as previously mentioned about tidiness of materials stored in the travel road. We viewed the holing point of travel road with 17CT where it had been mentioned that the cross cut had not been driven far enough, leaving a wedge of coal on LHS to be trimmed and the hole point properly supported - this was effectively dealt with.

Mr Richards showed the contrast between 16 and 17 cut throughs in regard to weighting and support provided.

CT16 while slightly bowed at the centre-line was standing well after initial weight as was CT17 but recent initial centre-line cracking was obvious plus floor cracking suggesting floor heave not usually present. This was an excellent example of officials noting significant items and Mr Richards went on to explain it will be watched and as yet there was no need to add support according to TARP roof movement requirements. However if the pattern continued additional support would be added as the outcome was predictable even before a TARP was triggered.

He explained that he was free of any external influences in that respect and free to deal with the matter as he (and the same with fellow officials) saw necessary. This is a very important issue especially in the aftermath of two very serious roof-falls in LW102 (in development and then as the longwall retreated). It is reassuring to see that after some problems in regard to managing changes in support regimes matters appear now to be more effectively managed.

We also discussed the problems associated with methane floor blowers which, more consistent floor horizon control, appears to have mitigated. The area currently being mined is not in the higher risk zone for floor emissions.

The district was generally in good order.

2.4 Longwall 102

On arrival at the longwall we made our way to the shearer which was just past the mid point cutting on a straightening shear to the maingate having completed a double shuffle at the tailgate (Bidi is the normal practice). Cavities at 106-109 and 123-130 had been reported but I did not pass the shearer. Heavy slabbing was as reported and substantial double-chocking had been actioned.

I met one of the shearer operators and as we moved to the maingate he gave me a comprehensive explanation about pick usage anti frictional ignition TARP associated with the matter. I had noted from the nightshift a reference to higher pick usage which in part related to floor dirt being cut as a fault close to TG end was soon to move off the face at the Tailgate. Dayshift ERZ Controller, Scot Barker (we did not meet Scot on the inspection) had made reference to the need to confirm the agreed flight plan at the surface briefing.

The supports were clean and obviously hosing down, manual and automatic were in use again as evidenced from statutory reports. The same shearer operator was able to give a comprehensive explanation of dust preventative measures explaining that the slabbing meant the ventilation current was able to lift dust held between slabs at times before any panline or shearer sprays could be made effective. He had visited a neighbouring mine and the application of foaming agent is to be given consideration.

We met with a supervisor who, had with two other workers dealt with supporting the seal just completed at 8Ct. I asked about his role and we looked at his SLAM which included carrying a personal gas detector as a control for work at or adjacent to seals. It was on his person but his two workmates were still at the seal site completing works without the detector so it negated the control. He did indicate that the seal site was effectively ventilated and no hazardous gasses at all were detected. See later.

The district was in good order with one disappointment being the lifting equipment issue mentioned earlier.

3. Close-out Meeting

I conducted a close-out meeting with -

Mr Trent Griffiths (SSE)

Mr Rob Nowles (Production Manager)

Ms Kate Bachmann (Safety & Health Manager)

Mr Chris Carroll (Engineering and Maintenance Manager)

Mr Steven Bullough (Compliance Superintendent)

I explained the observations of the inspection as detailed above asking that while no Directives or SCPs were necessary there were a number of learnings to further improve a good basic standard. The matter of seal site work and where a personal gas monitor should be placed needs to be revisited.

The approach of an early start, dealing purely with Shift Undermanager and Mine officials was for me very fruitful and demonstrated an effective operation free of the immediate presence of senior officials.

3.1 Industry HPIs & action and Safety information

I had provided the Mine with the following information relation to industry wide issues -

1. General Equipment Safety Bulletin 17/03/14
Failure of front wheel spindles on large motor graders (Hastings Deering/CAT)
2. Mines Inspectorate Safety Newsflash 26/02/18
Chain hoist failure during swing rack segment change out
3. Mines Inspectorate Safety Newsflash 20/04/18
Incidents involving lighting towers and towed trailers
4. Mines Inspectorate Safety Newsflash
CMW injured during shutdown maintenance at CHPP
5. & no 6. Mines Inspectorate Safety Bulletin 27/06/18
Elastic springback in plates on equipment
Coal Mine worker fatally injured performing maintenance on a large excavator bucket
7. Mines Inspectorate Safety Alert 04/04/18
Welding machine incidents
8. Mines Inspectorate Safety Alert 25/09/17
Methane Hazards at open-cut excavations
9. Mines Inspectorate Safety Alert 04/07/18
Persons and mobile plant falling over edges
10. Mines Inspectorate Safety Alert 04/06/18
Front wheels of integrated tool carrier lifted off ground during boom emergency lowering
11. Mines Inspectorate Safety Bulletin 06/04/18
Articulated truck Rollovers 06/04/18
12. Mines Inspectorate Safety Alert 16/01/18
Unplanned initiation of a loaded blast hole
13. Mines Inspectorate Safety Alert 04/04/18
Potential variability in methane monitoring capabilities
14. Mines Inspectorate Safety Alert 23/11/17
Explosives impacted by fork-lift
- 15 & 16. Lightning strikes on trucks WA & NSW Alerts

17. REICHdrill LLC – Barrel Loader Modification Alert

I asked the Mine to provide information in regard to action which I received on my return to the office. In summary it showed that all but three items were considered as relevant to operations at Grosvenor and had received action items.

Ms Bachmann in the response also highlighted the difficulty in accessing two of the bulletins on the DNRME web site which I will investigate and provide feedback.

3.2. Other Matters

Though not dealt with in detail in this instance there were other topics which were briefly referenced in discussions which were -

- Sealing Plan for LW 102 - final plan to be forwarded this week
- On going exchanges with methane exceedances
- Plans for risk assessment /second workings LW 103 should be notified well before commencement, I requested a presentation of intentions based on LW 102 & 101 learnings
- Long term ventilation strategy and use of satellite shafts

There were no matters in dispute and I departed the Mine at 4pm.

Richard Gouldstone
Inspector of Mines