

# SAFETY PERFORMANCE

IN THE WESTERN AUSTRALIAN  
MINERAL INDUSTRY 2018-19

## INJURIES BY AREA



908 of the 1,113 LTIs and RWIs which occurred during surface mining operations were classified as serious

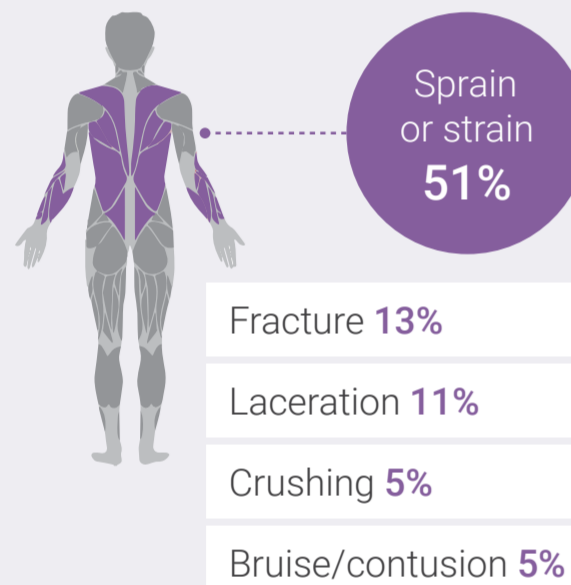


122 of the 147 LTIs and RWIs which occurred during underground mining operations were classified as serious

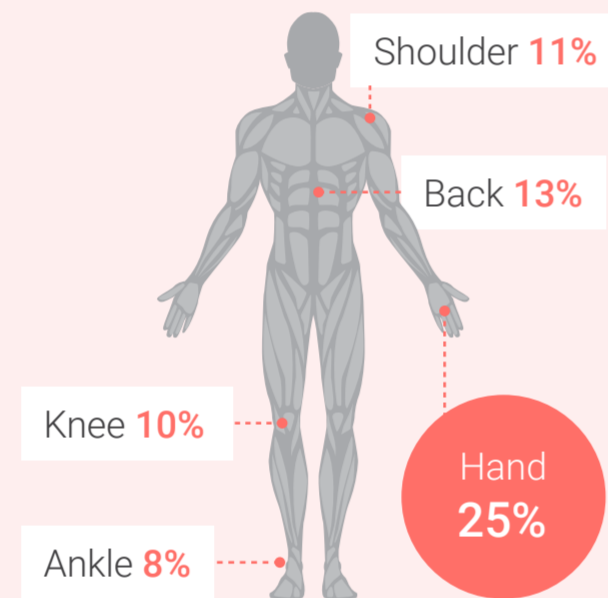


36 of the 48 LTIs and RWIs which occurred during exploration operations were classified as serious

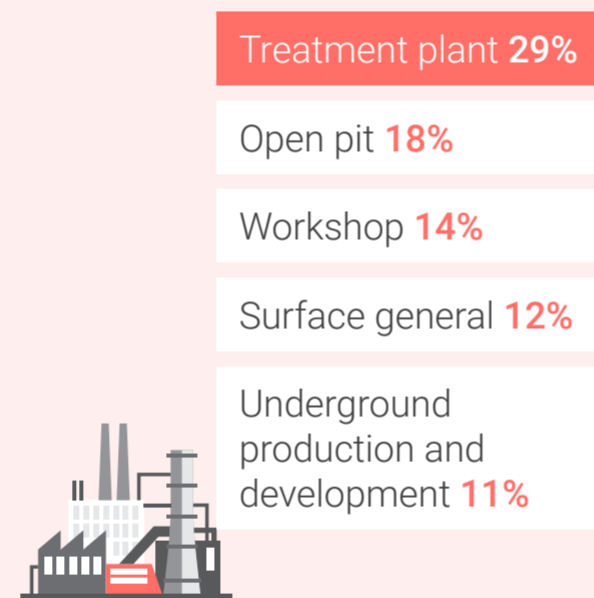
## Nature of injury\* (top 5)



## Part of body\* (top 5)

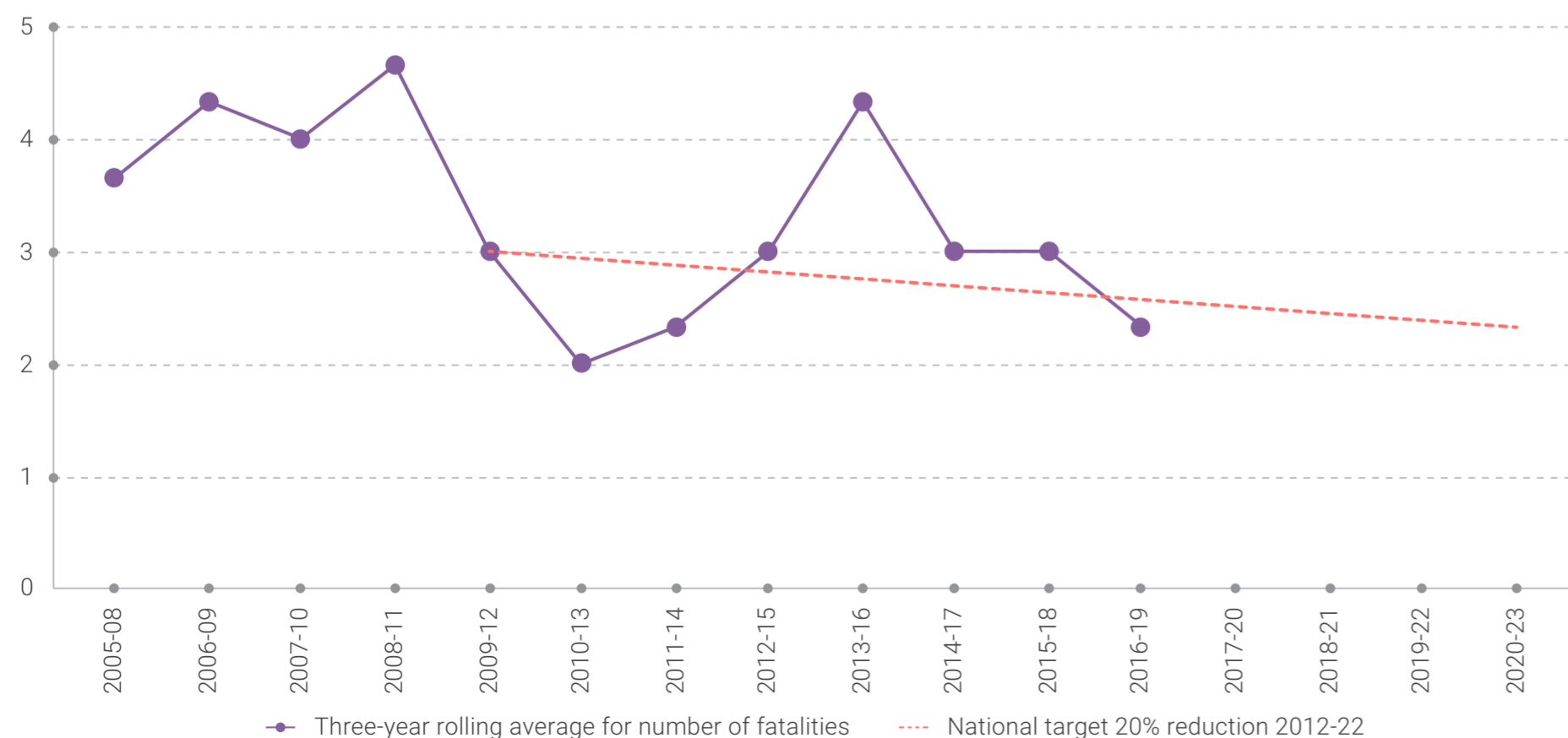


## Location\* (top 5)

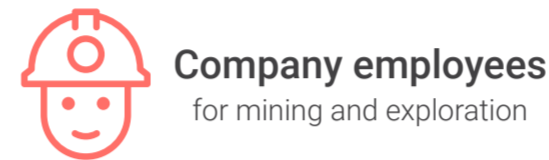


\* Note: For mining and exploration, includes LTIs and RWIs

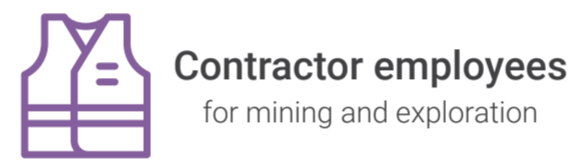
## MINING AND EXPLORATION FATALITIES THREE YEAR ROLLING AVERAGE



## Employees and contractors



46,786 workers worked 45% of hours  
727 injuries reported



80,190 workers worked 55% of hours  
581 injuries reported

## RWIFRs

### Mining



2% decrease in RWIFR for iron ore sector to 3.3

31% decrease in RWIFR for gold sector to 4.1

5% decrease in RWIFR for nickel sector to 5.5

1% increase in RWIFR for bauxite and alumina sector to 10.3

### Exploration



2% decrease in RWIFR to 4.7

## Fatal accidents



2 fatal accidents

### Mining

A 29 year old haul truck driver was fatally injured when he lost control of a Komatsu 830E A/C haul truck and crashed into a windrow. The haul truck was descending an inclined ramp with a full load of ore.

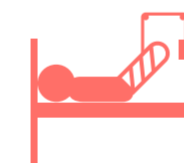
The mine's standard for the safe operation of a loaded haul truck descending the ramp was for the speed not to exceed 20km/h. The descent speed of the Komatsu 830E A/C truck is controlled by dynamic braking controls when it is driven within the safe operating range, but will not slow a loaded truck on a 10% downward slope when the speed is above 25 km/h. If the truck exceeds this speed, the driver is required to engage the service brakes and perform an emergency stop.

#### Related safety alert

Mines Safety Significant Incident Report No. 267 Haul truck operator loses control descending ramp on haul road – fatal accident

## LTIFRs

### Mining



20% increase in LTIFR for iron ore sector to 1.7

24% decrease in LTIFR for gold sector to 1.5

31% increase in LTIFR for nickel sector to 2.5

18% increase in LTIFR for bauxite and alumina sector to 6.9

### Exploration



14% increase in LTIFR to 3.5

## DEFINITIONS

### Frequency rate (FR)

Number of injuries per million hours worked

### Lost time injury (LTI)

Work injury that results in an absence from work for at least one full day or shift any time after the day or shift on which the injury occurred

### Serious injury

Work injury that results in the injured person being disabled for a period of two weeks or more

### Restricted work injury (RWI)

Work injury (not LTI) that results in alternate duties being worked for at least one full day or shift any time after the day or shift on which the injury occurred

A 44 year old truck driver was fatally injured when the Caterpillar 775G dump truck he was driving out of the pit crossed a windrow and fell down the pit wall to the bench below.

The loaded truck had just reached the second narrow point in a section of the ramp that was reduced to a single lane. The truck's right side wheels rode up and over the windrow and the truck slid over the edge falling 15 metres to the bench below. There was no demarcation or signage indicating any reduction in road width, the size and shape of the windrow at the narrow point was not ideal, and material had built up on the inside edge of the windrow, limiting its effectiveness.

#### Related safety alert

Mines Safety Significant Incident Report No. 277 Haul truck over open pit wall edge – fatal accident

For more detailed information on safety performance, see the annual compilations at [www.dmirs.wa.gov.au](http://www.dmirs.wa.gov.au)

National target for fatalities from *The Australian Work Health and Safety Strategy 2012–2022* available on Safe Work Australia website.