

WHS Awards – WHS Management Award – Large

Vertech Group is an inspection, access, and specialist maintenance company. We are nominating for the WHS Management Award - Large relating to the successful completion of a helicopter meshing campaign on Koolan Island that required a very stringent and procedurally sound WHS system to oversee and guide the campaign.

The Vertech Group HSE Management System is accredited to ISO45001:2018 and undergoes continual review and improvement.

The Koolan Island helicopter campaign involved installing Tecco Mesh onto a mine pit wall to prevent rockfall and provide slope stabilisation.

The features of the WHS management approach and its relevance or usefulness.

In-depth WHS management systems were implemented, enabling good project planning, along with robust toolbox talks, JHA's and rescue plans to cover all aspects of safety, mainly proactive methods, in the delivery of this project. Rope access and SIMOPs (Simultaneous Operations) with a helicopter are high risk and require a considerable focus on safety.

We had initial meetings with the client, which was a 3-month process. These meetings discussed exclusion zones, training, and how the pit will run during operations. People involved in the discussion are General Manager, Regional Manager, superintendent, production supervisors, Safety team, Emergency Response Team, ARO, KAS helicopters, Planners, Vertech Site manager and supervisor.

Site-specific heat stress management and fatigue management procedures were implemented, as well as other management system procedures, including the Vertech Group Hazard Identification Procedure, JHA procedure, Toolbox Talk procedure, and task-specific procedures, including our IRATA accredited Rope Access Procedure.

Attributes of the design, development, implementation, and monitoring of the WHS management approach.

For the WHS management system to work effectively, the whole team must be engaged and consulted. This includes the HSE Advisor creating and managing the documentation, the templates and audits; the project management team and the supervisors developing, implementing and adapting the systems to work with a project of this size and scale; and the site-based project team immersing themselves in the WHS aspects of the job and executing with WHS at the front of their mind.

The preparation was as follows:

- Technicians fly in and have a week of practice and set-up.
- PowerPoint presentations that included videos of operations, set up and Hazard Identifications and Risk Registers were reviewed by all crew.
- Before coming to the site, supervisors reviewed rigging, helicopter certs and operators' health and fitness tests.
- Supervisors then review JHA's and rescue plans and make sure the team understands these steps.

If training was needed, there was documentation to complete - such as the helicopter safe-work instructions. Once the trainee and supervisors meet this, it's marked and verified, and VOC starts. Technicians operate the helicopter on day one of the campaigns in these VOCs. The required steps are rigging a load, landing in laydown, and connecting the bag to the wall. The operator will communicate this through to the helicopter radio comms. If this has been completed correctly, the operator will be passed and can now work with the helicopter.

Every morning during operations, supervisors had PSI with all the prominent people involved, including Mount Gibson Iron personnel. All JHA's and Rescue Plans were reviewed daily, factoring in any SIMOPs, or conditions, and if any changes are needed, these are communicated, reviewed and approved before delivery.

Supervisors also learnt how to communicate with the helicopter operator with voice and hand signals. Supervisors and Helicopter teams also carried out frequent role-plays for training.

The documentation created was always in place and available for review.

The benefit or improvement in health and safety that the WHS management approach addresses or achieves, including potential benefits or broader industry application.

Previous campaigns have identified that utilising helicopter and rope access for this scope is the most efficient way to get multiple rolls on the wall in a short time.

This site has previously had numerous injuries related to manual handling. These methods significantly reduce the need for manual handling and the associated risk of injury.

110 rolls of Tecco Mesh were installed on the pit wall in 3 days. Zero incidents, injuries or near misses occurred during this time. Coupled with excellent leadership and delivery at a site level, this was also due to the Veritech Group WHS Management Systems being robust, straightforward and adaptable.

The successful implementation of this project using the WHS Management Systems as discussed, means that future projects can be implemented with an increased level of confidence, and using our continuous improvement processes, it means that the delivery of these projects can be successful, incident free and of a high standard.

Incident Summary for Previous Week

Equipment Damage X 9

- Incorrect towing practices were conducted during an attempt to retrieve LV241 from bog upon Stage 1 Central's ore floor. Subsequently, LV241's bulbar was damaged in the process.
- DT164's rock ejector was ripped from the tray after it failed to dislodge a large rock jammed between its POS 5 and 6 tyres.
- The side of DT301's tray was damaged after WL55 contacted it during loading operations.
- WL44's tines were damaged after IP attempted to replace a track on EX87.
- The taillight harness' circuit on LV623 tipper shorted and burned after IP reversed into the village loading dock.
- A rock fell from the headboard of DT169 before contacting its driver's side mirror during loading operations with EX90.
- A toolbox on LV615 was damaged by a rock after IP reversed into it on WD8 Ramp.
- A rock contacted WL34's lights after IP attempted to drag oversize material down the face of an oversize stockpile.
- IP drove WL42 beneath CV112 lump stacker before a rock fell from the stacker and shattered the windscreen.

Production Loss X 1

- Lost G.E.T was loaded into the fixed crushing plant, resulting in a shutdown of the plant.

Breach X 1

- IP, without the correct VOC, operated HV in the absence of appointed supervision.

Environment X 2

- Two Quoll deaths were identified upon the Camp Access Road. One in proximity of the blast board and the other adjacent to the landfill.

Training



Last week the Training Department worked closely with Vertech and Kimberley Air Services to ensure the safe delivery of the Footwall Helicopter Campaign.

All stakeholders should be congratulated for their professional approach to this high risk activity.

This week the Training Department has the following training scheduled:

Wednesday 03/08/2022:
Temporary Work Permit (10:00)

Thursday 04/08/2022:
Temporary Work Permit (10:00)

Friday 05/08/2022:
Induction (05:15)



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Client Progress Report

Project Title: Koolan Island Geotechnical Rope Access

1 Project Overview

██████████	██████████	Project Type	Geotechnical
Client Project No.	-	Phase	Operations
Portfolio	Onshore	Week Ending	04-09-2022
██████████	██████████	██████████	██████████

Project Scope

- Geotechnical Rope access, ground support and slope stabilization.

2 Weekly Summary

Highlights and Look-ahead

Highlights:

Finished out the helicopter campaign successfully and got the KAS pilots back to Derby in a reasonable time.
 Campaign ran successfully with over 110 rolls of TECCO mesh installed in the most challenging sections with zero incidents or near misses. Post operational feedback has been good from the KAS team in regard to comms and use of available flight times.

WD8-

- 20x rolls of TECCO mesh behind ATT2 for secondary catch fence utilising Helicopter
- 170x sheets rigid mesh installed- Finished RL east to west.
- 41x Cablebolts prep and tension.
- Removal of historic ground support.

Stage 1 west-

- 39x Seams clipped from helicopter campaign

Stage 3-

- Housekeeping of area to hand over to mine services.

Seawall-

- Install 3x prisms on west side
- Start cleanup of seawall of TECCO- helicopter works and Ausdrill work.

Batcave-

- Install 12x sheets rigid mesh

Odd jobs-

- A lot of tip runs
- Erection of new rope access flying fox to 1026RL island to facilitate safe access for WD8 works.

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- Dismantle and removal of old out of service system and equipment from historic rope access system.
- Prep work for installation of permanent cable system to island
- Assist infrastructure as a skipper on the Abbey to clean and inspect channel markers

Photos of work fronts



Installing TECCO rolls stage 1 west

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WD8 rigid meshing section. 170x sheets of rigid mesh, shotcrete and cable bolts done over the week.



Helicopter lifting to behind ATT2

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Rope access techs returning after install of flying fox.

Training

- 3x VOC's for LV289
- 2x LV VoC's
- ERT training- Vertical rescue scenario and rescue plan for WD5.

Safety

- Install of new flying fox over debris flow underway. Rope access system in place for access and permanent system being installed to reduce hazards of aid climbing.

Equipment

- LV 242- Bullbar finally fell off. Replaced with LV559 until a replacement used bar is found.
- LV603- Wouldn't go into L4. Works completed at night to rectify.
- All vehicles cleaned and made available for servicing as per schedule.

Delays and down times

- No major downtime.

Look ahead

1. Lowering, and clipping of TECCO mesh, installation of new rolls WD8.
2. Lowering of TECCO mesh drape at Stage 2
3. Clipping of TECCO mesh installed stage 1 and 3 with helicopter.
4. Bat cave step 2 of installation
5. Install of 1x prism on seawall east side- Thursday AM

3 Planning

Notes and Updates



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- Working drawing has been designed from GeoBrugg and passed onto GeoTech department. We will need to order Geobrugg material to prevent rockfall behind ATT2. 20 TECCO mesh delivered by helicopter to bench. Awaiting on ordered materials. Potential helicopter lift for cables and bulldogs.
- **All lift Equipment** Ben Thurbon is organizing to come to site to look at the MAGNI and fit the new protection grid with Mesh for the front window. Email sent to Ben asking when he's coming to site 22-08-2022











