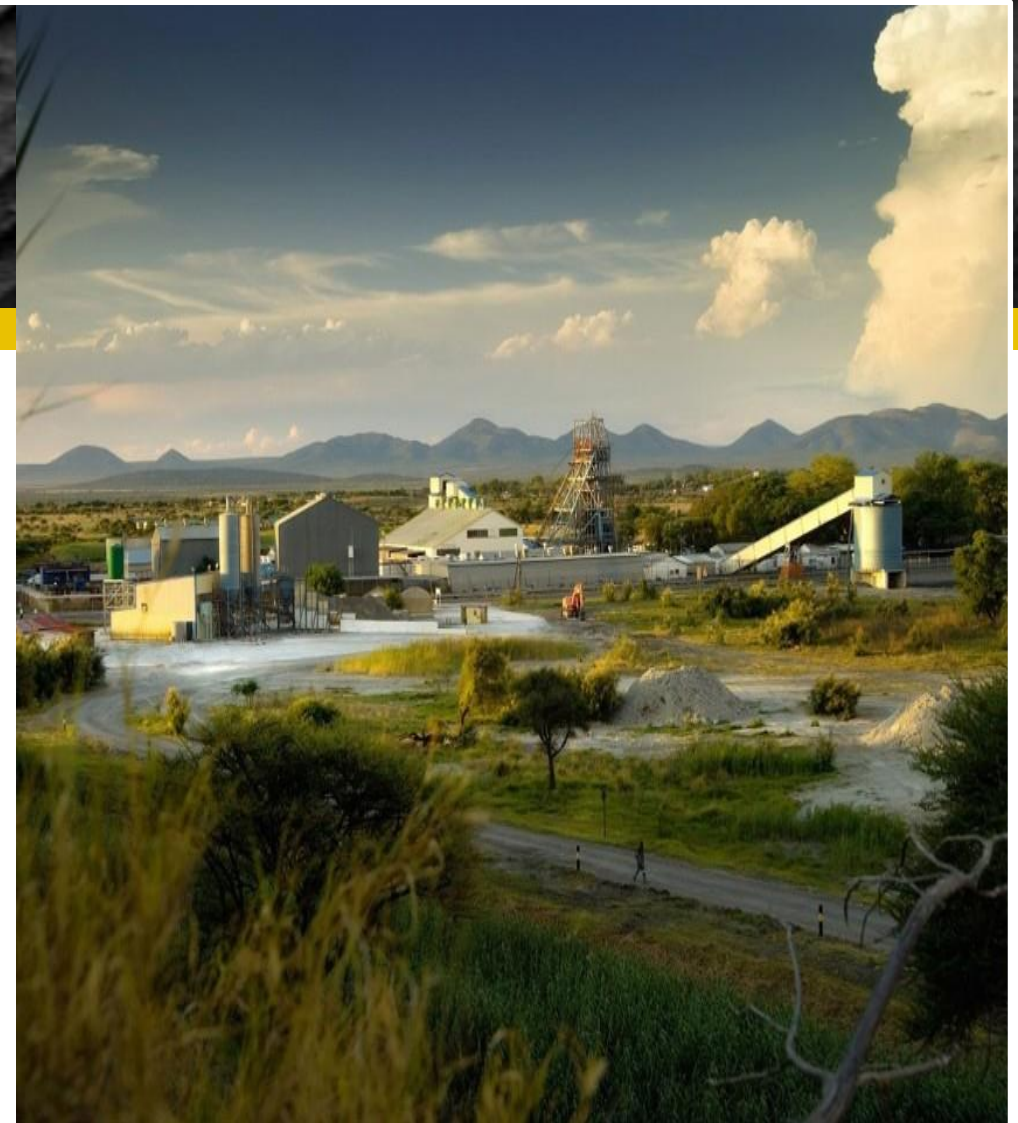




SBPM – SPUD SHAFT MINERALS COUNCIL PRESENTATION



1. WHAT HAPPENED (Short description on Fatal)	Slide 3
2. KEY ISSUES FROM DMRE INLOCO	Slide 7
3. ACTION PLANS:	Slide 12
1. BONUS SYSTEM	Slide 14
2. RISK TOLERANCE	Slide 16
3. DIGITIZATION PROJECT	Slide 21
4. WINCH BEST PRACTICE	Slide 26
5. SHINTSHA NQONDO	Slide 54
6. SAFETY FLASH	Slide 59
7. TALK TOPIC	Slide 62

On Sunday, 20 March 2022 at approximately 14h53, it was reported to control room that a winch operator was found entangled in front of the winch by scraper ropes of a gully winch at 12/42 P2s. Emergency control was initiated to recover the winch driver, who was then declared to have succumbed to the injuries by the paramedics. The fatally injured employee was later identified as Mr. Strong Phaliso.



In memory of Mr. Strong Phaliso

PERSONAL INFORMATION

SIYANDA BAKGATLA PLATINUM MINE

SBPM

Full Names :Strong Phaliso

Date of birth :18th March 1968

Age :54 Years

Residential Address :Nkanya Store, Elliotdale, 5070

ID No :680318 5967 081

Coy No :50847325

Occupation :Scraper Winch Operator

Shaft :Spud shaft

Mine :Siyanda Bakgatla Platinum Mine

Section :123

Marital Status :Married

Spouse Name :Nompumelelo Phaliso
Nolesile Phaliso

Children :Siphenathi Phaliso, Kamva Motshe,
Azutha Maluma, Krayone Solibonga
Sontsimi.

Date joined the Group :18th June 1996 (25 years of services)

SIYANDA BAKGATLA PLATINUM MINE



KEY ISSUES FROM DMRE INLOCO

2. HAULAGE

- a. Damaged ventilation door in old Merensky haulage

3. SUB-STANDARD WINCH (No.PF28602)

- a. Incorrect installation of the ASG winch, causing misalignment and fouling of the ropes
- b. Winch clutch band handles not fitting properly on the pedestals
- c. Clutch band handles fastened with wires
- d. Substandard cross rigging in from of the winch
- e. Ropes on the winch clotted and intertwined on one drum
- f. Poor key control of the scraper winches (Winch Operators keep the keys on their possession on surface)

Section B: Existence of danger

- 1. All may lead to serious accidents and fatality.



ACTION PLANS

Item	Action	Type of intervention	Status
Bonus	Implement a compliance based bonus system for both crews and supervisors to discourage unsafe mining practices.	Short term	In progress
Risk tolerance	Accountability sessions with crews for substandard conditions	Short term	In progress
	Risk propensity profiles to be incorporated into supervisor selection	Short term	In progress
Digitisation project	Complete the roll out of the digitisation project to ensure sustained and efficient record keeping, analysis of data and continuous improvement	Mid term	Commenced
Winch best practice	Appoint a champion to lead the winch best practice	Short term	Eng Manager delegated
	Winch workshop with w/drivers, FTHS, Unions, Mining, Engineering	Short term	Concluded
	Workshop on the previous winch related incidents in the industry to share learnings	Long term	Initial meetings held with the Minerals Council
	QA on winches before delivery including unplanned visit to the suppliers workshops	Short term	Implemented
	Engagement with winch suppliers on the required specs	Short term	Concluded
	Key control	Mid term	Ordered, Awaiting delivery
	Empower stope service men to disconnect any winch that is found to be sub standard	Short term	Implemented
	Build a mockup for demonstration, start a 'safe winch' reward drive	Short term	90% completed
	Target: Zero winch deviations	Long term	In progress
Shintsha Nqondo	Drive a total mindset change in risk based behaviour	Long term	Launch 14 June



Bonus System

Bonus System

Proposed changes to Bonus Types				
	Activity	Description	Current Calc	New Calc
1	All	Awop Penalty	1 AWOP = -20%	1 AWOP = -50%
2	All	Absentee Abuse	Not on calculation	Penalty = -50%
3	All	Cycle Workers and Fulco	Not on calculation	DayOff/Rest shifts to be added to clocked shifts + attendance premium
4	Production Teams	Safety Compliance	Not on calculation	90% -100% = 10% Premium. 75%-89% = No impact 0%-74% = -25% Penalty
5	Tramming Teams	Volume Factor	No Volume Factor	Factor Of 1.3 if serving 5-8 Stopping teams. Factor of 1.5 if serving more than 8 Stopping teams
4	Stopping	Sweeps distance >12m	Not on calculation	-100% of Sweeps bonus if sweepings > 12m from face
5	Stopping	White areas (Difficult areas)	Manually with letters x 1.5 Factor	1.5 Factor for White areas
6	Stope Miner / Dev Miner	Miners Factor	Miner with 1 team = 1 Factor	Miner with 1 team = 2 Factor
7	Development	Loco Drivers	Shifts included in eff	Shifts to be excluded from shifts for efficiency
8	Rig Development	Rates Table	Currently calculated on Conv Rates	Should be calculated on Rig rates table
9	Development	SQD Operators (GST)	Shifts excluded	Shifts to be included for efficiency
10	Development	Blue Print-Shifts to be calculated as per sheet	Not on calculation	Only Team members as per blueprint
11	Development	Wide raise	No factor of 1.5 added	To add factor of 1.5 on WRSE (shoulder)
12	MO Bonus	Tons	20% or 30% premium above 90%	50% Penalty if tons call is not achieved
13	Shift Sup Bonus	Tons	20% or 30% premium above 90%	50% Penalty if tons call is not achieved
14	Engineering	Stope Servicemen and Production Foremen	Engineering bonus calculation	20% of Production teams + Tons Rate from half level (Tramming Rates Table)
15	Engineering	Monthly bonus	Engineering bonus calculation	20% of Avg of Production Teams + Tons portion from Tramming rates table
16	Services	Monthly bonus	Services bonus calculation	20% of Avg of Production Teams + Tons portion from Tramming rates table


 C. Bothma
 Production Manager - SPUD#


 A. Marutha
 Performance Manager


 A. Tsolane
 Production Manager - Richard# and 4S Declines


 H. Jantjes
 General Manager - Union



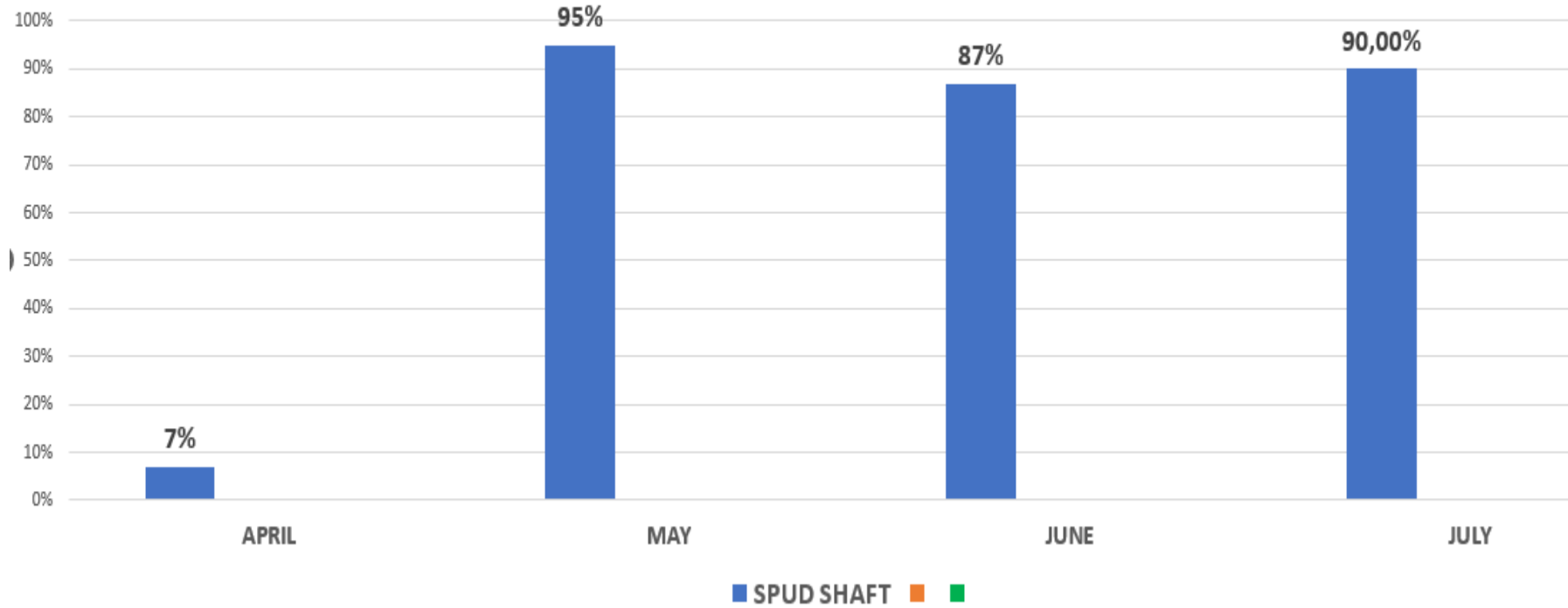
Risk Tolerance

Winch Related Injuries last 2 Years

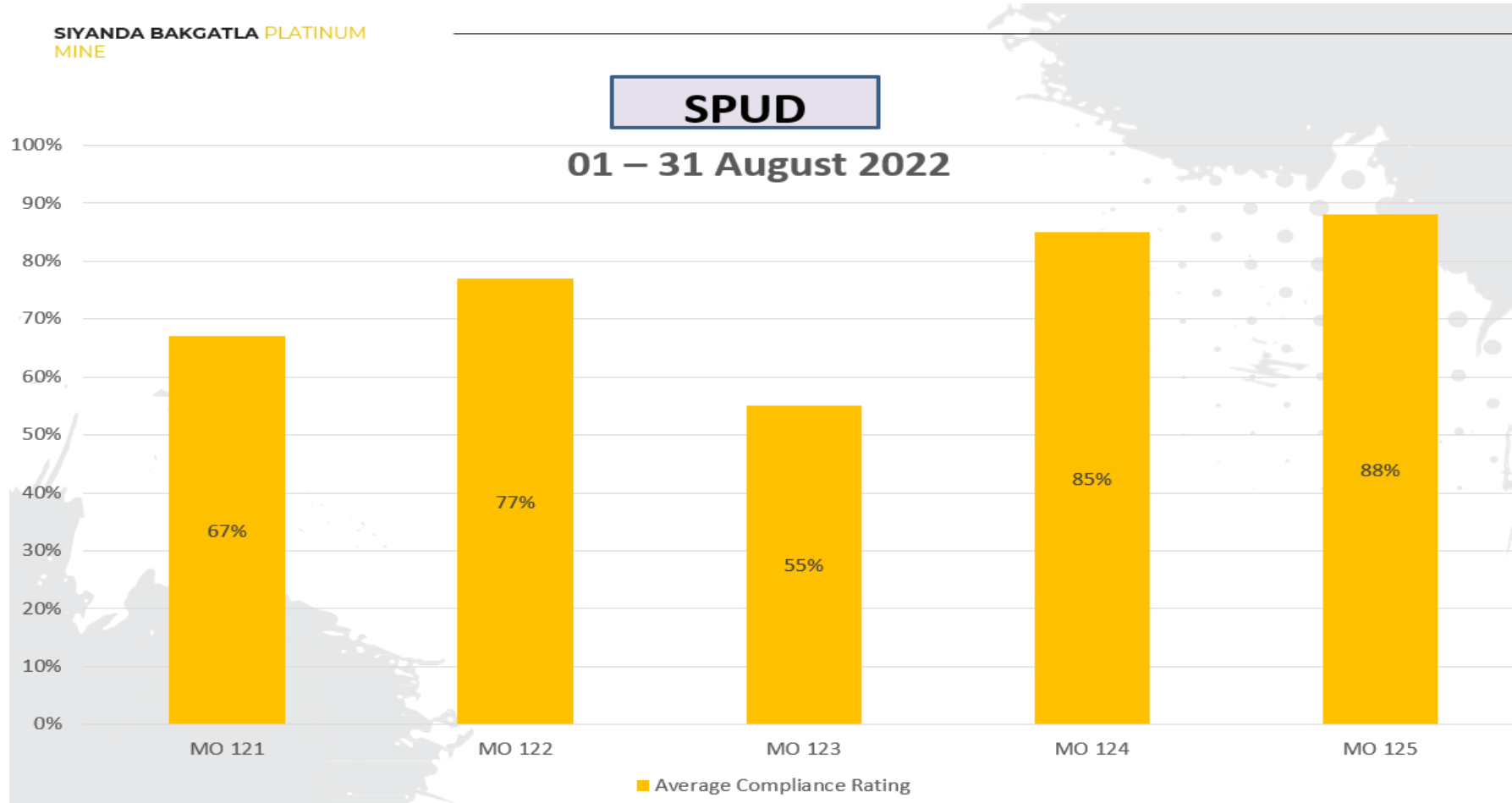
2022/07/28	Spud Shaft	S121	Chenge, Senzeni	80003823	'Right Thumb	Whilst Mr. Senzeni Chenge was operating a winch his right hand thumb got caught between a drum guard and handle.	TCS 18.09.2022
2021/03/05	Spud Shaft	122	Mdashe, Lukanyo	80051525	Fracture and Lacerations	Whilst Mr Lukanyo Mdashe was sitting next to the center gully winch, when the center gully winch rope snapped and struck him on the face.	RTW 06.06.2022
19.05.2021	Spud Shaft	121	'Mathe, Lulama	80078205	Fracture	Mr. Lulama Mathe sustained facial injuries when a winch rope whiplashed by a sidewall rock falling on the winch rope in turn struck the pinch bar the injured was holding. The pinch bar struck the injured on the lower jaw.	RTW 12.07.2021
2021/06/11	Spud Shaft	122	Mantirisi, Molefyan e	80088472	Fracture	Whilst Mr. M. Mantsiri was pulling a winch to the x/cut a 75kw winch swang and struck him on his right ankle.	RTW 27.01.2022
2021/10/11	Spud Shaft	S121	Moabi, Simon	80071859	Fracture	'Whilst Mr. Simon Moabi was busy transporting sticks a winch rope pulled the stick and struck him on his left foot.	RFA 19.08.2022



SBPM MONTHLY WINCH COMPLIANCE AUDITS APRIL TO JULY 2022
INDICATING % COMPLIANCE



Risk Tolerance





Risk Propensity Progress

19 August 2022





Digitization Project



Siyanda Bakgatla Platinum Mine

Digital Transformation Journey
Phase 1 - Mining Production Digitisation
Monthly SteerCom Meeting

Date: 16 August 2022

FOR SIYANDA BAKGATLA
PLATINUM MINE (PTY) LTD


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Siyanda Bakgatla Platinum Mine

Digital Transformation Journey Phase 1 - Mining Production Digitisation Bi-Weekly Status Update

Date: 2 September 2022



FOR SIYANDA BAKGATLA
PLATINUM MINE (PTY) LTD

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Winch Best Practice

Winch Best Practice

SIYANDA BAKGATLA PLATINUM MINE

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SIYANDA BAKGATLA PLATINUM MINE



Winch Best Practice

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Winch Best Practice

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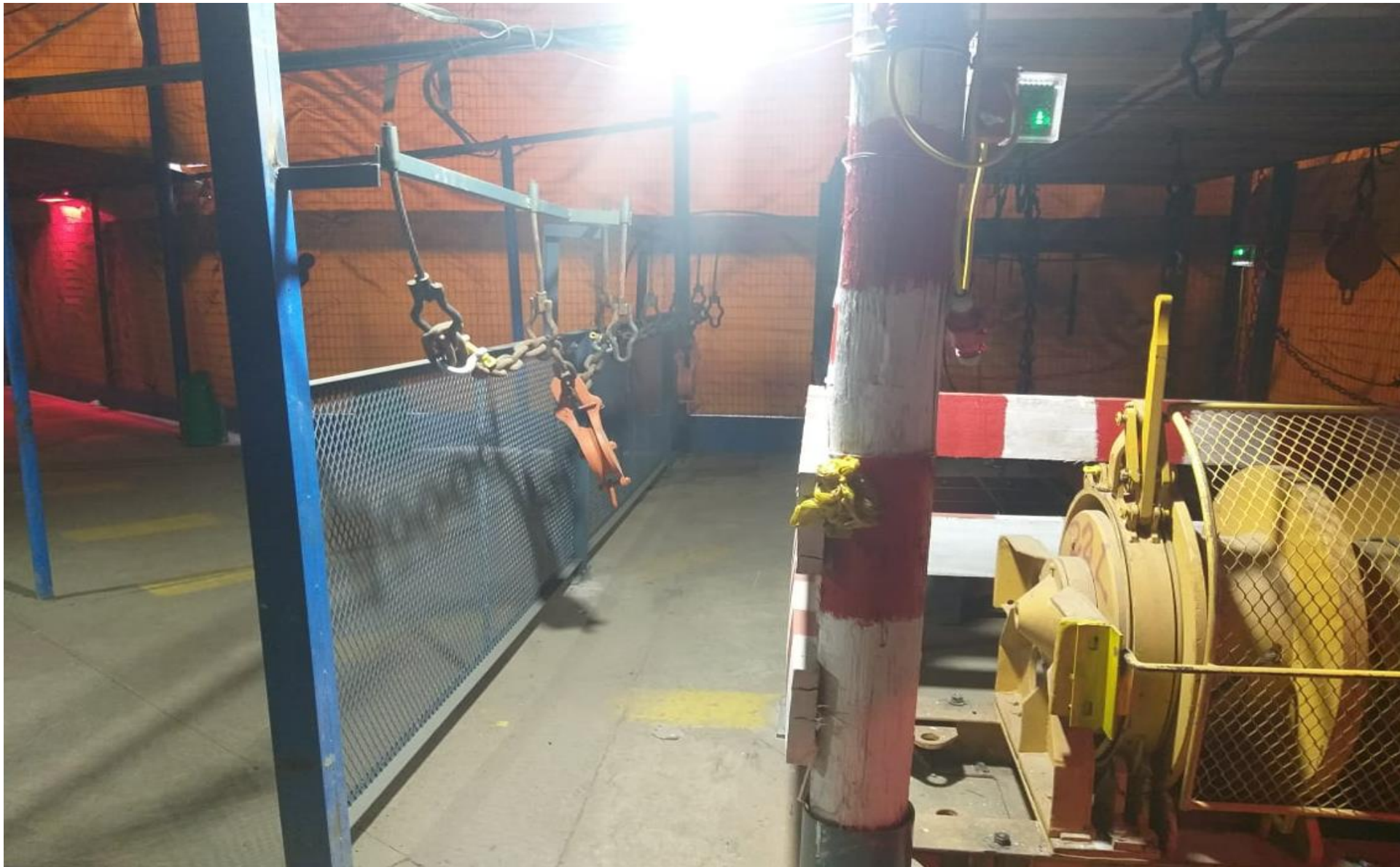


Winch Best Practice

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Winch Best Practice



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Winch Best Practice



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Winch Best Practice



Winch Best Practice

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Winch Best Practice New Type Brake Shoe

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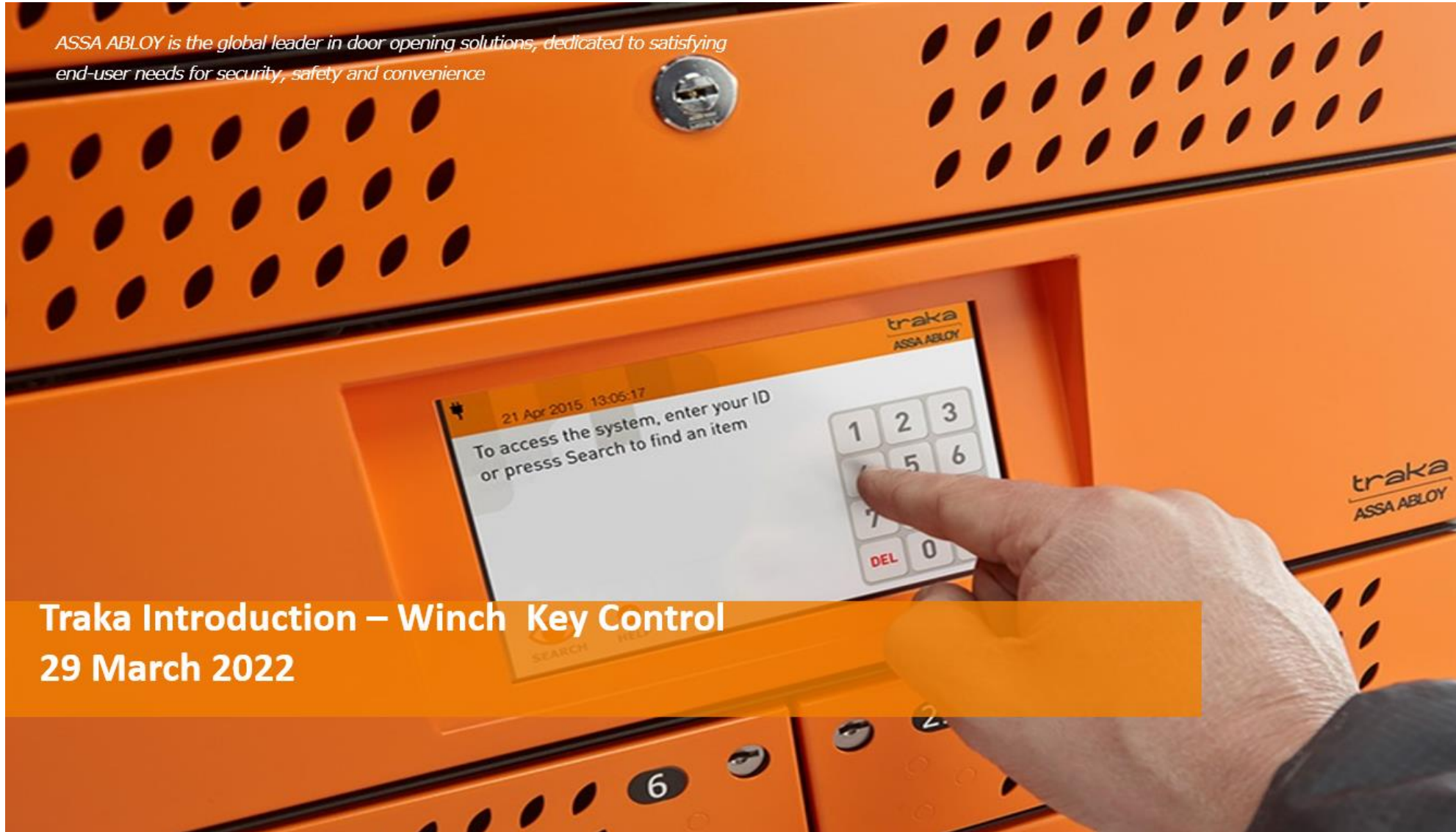
Winch Best Practice Key Control

SIYANDA BAKGATLA PLATINUM MINE

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SIYANDA BAKGATLA PLATINUM MINE

ASSA ABLOY is the global leader in door opening solutions, dedicated to satisfying end-user needs for security, safety and convenience



Traka Introduction – Winch Key Control
29 March 2022

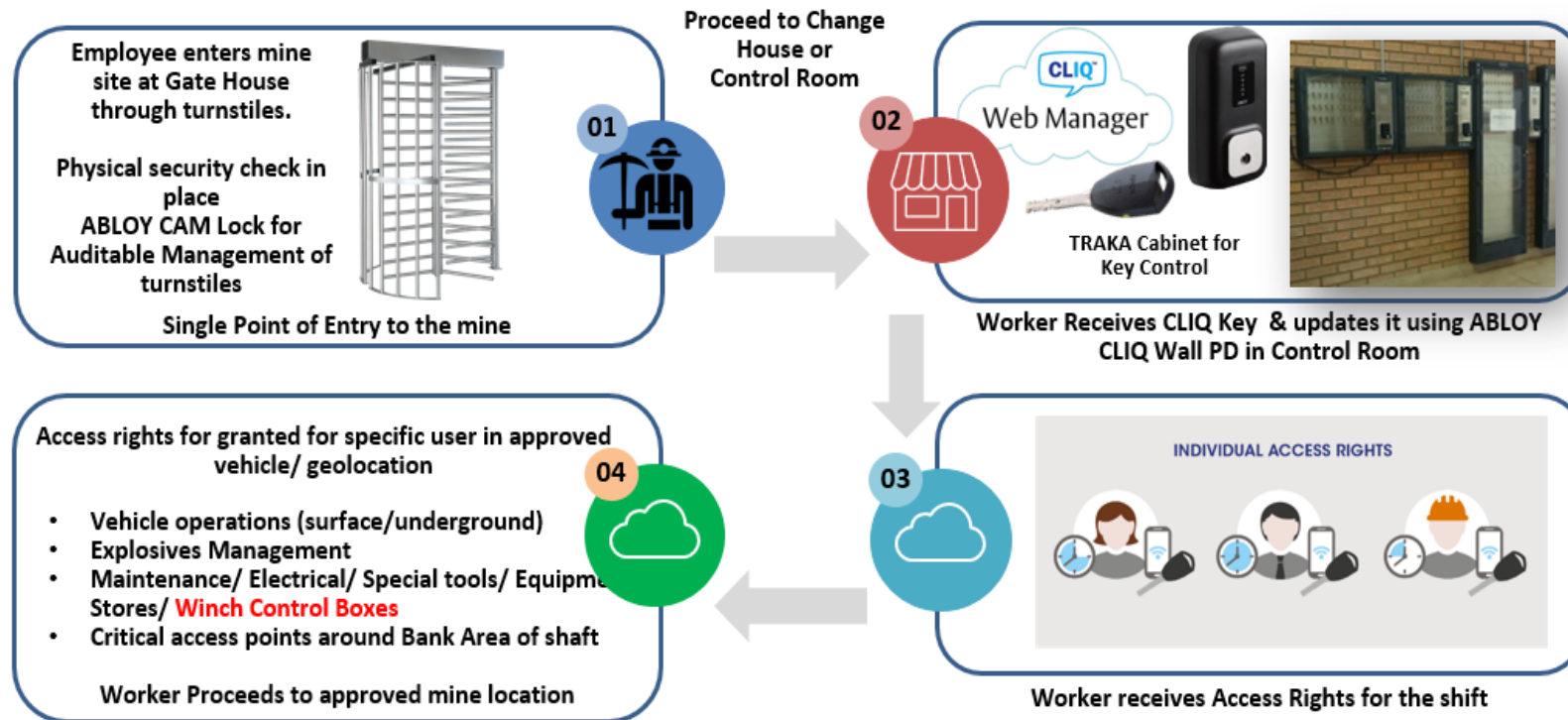


TRAKA/ABLOY Winch Control Implementation

- 1) Outcome Desired: Compliance in granting only authorised access to winches
- 2) Solution proposed: TRAKA Key Control in conjunction with ABLOY intelligent locks and keys.
- 3) Delivery Time for TRAKA Equipment 4 to 6 weeks on receipt of official purchase order from Siyanda Bakgatla Pt
- 4) Delivery Time for ABLOY Equipment 6 to 8 Weeks from receipt of official Purchase order from Siyanda Bakgatla Pt
- 5) Roll Out: After Delivery, the padlocks need to be programmed and allocated to the respective winch controller boxes. (400 Winches @ 4 Days minimum depending on availability on mine personnel to change padlocks)
- 6) Granting of access, allocation of Keys and training of operators – Minimum of 5 days depending on availability of employees/operators
- (7) SLA Agreement to be amended to have dedicated resource for management and maintenance of the solution per site as required.
- (8) Onboarding of additional SLA Technical Staff 4-8 Weeks



Typical Application Flow Process Diagram





Meeting: Winch Operators Workshop

MEETING: WINCH OPERATOR'S WORKSHOP

DATE :26/05/2022

VENUE: SPUD SHAFT BOARD ROOM

Program Director: S Mofokeng

Introduction Per Section

Register (see attached)

- Problems encountered on winches
 - Discuss with team for improvement/ fix challenges on winches
1. AMCU: Opening remarks
All DMRE visit on site and VFL conducted in shaft winches still found not to standard
Sec 121 -Signalling devices and bell wires not installed
Previous section 54 issued - winches and support were not to standard
 2. NUM: Opening remarks
Spud shaft had winch related Fatal in March
Substandard winches are still concern
All injuries are repeats

CHALLENGES (Concerns raised)

SEC. 122(N/S)

- Poor preparation of bed winch
- Substandard installation
- Direction of winch not to standard
- S/Supervisors encourage working substandard (deviations not fixed)
- Winches not serviced
- No rig holes drilled by day shift (causes of delays on night shift cleaning)
- 17/36 panel 5n- substandard winch (no drum guard and there is no enough space in case of emergency)

Address: Blackwell Highway, Swartklip, Limpopo, 0370

Cell: + (0) 14 786 1422 | **Email:** info@siyandaplatinum.com | **Website:** www.siyandaplatinum.com

Directors: Osman Imraan Idhris, Mthwa Lindani Bennet, Uys Francois Albertus, Sweet Clem Albert Foster, Makhubalo Langa, Pilane Kagiso Bana, Nombewu Mzwandile Rodney

Alternate Directors: Mazabane Xolile Loyiso Percival, Du Plessis Piers Raymond, Teessen Eduart Hein

SEC 123 (N/S)

- Supervisors not respecting winch operators when reporting challenges
- No material for winches on night shift
- No proper preparation to perform duties by day shift.
- No bell wires and robots
- Areas are choked with ore – no escape route (we are not allowed to pull the gullies to footwall to clear the blasted as we are being reprimanded for wasting time by doing that).
- Poor ground condition at 10 level Ledge, no step ladder and employees are forced to use chain and accumulation of water.
- 10/20 panel- we are using winches which are not aligned (face winch operator cannot see the face as he is using the winch from another panel from 21 raise line-blind spot. Gully winch- from 21 raise line, cannot see the face of gully when scraping.

NB: Chief Safety Officer asked the operator of sec 123 whether he has reported the matter to anyone or not

Operator: NO

SEC 121

- Stope winch- no premix (using normal roof bolts resin to anchor the winch.)
- No escape around the winch area (some cubbies are not blasted to standard)
- No rig holes- day shift does not drill rig holes for night shift.
- No material- shortage of material during night shift and sometimes on day shift, but supervisors want the work to continue.
- Operators remove stop blocks to slag ropes as it is difficult to pull the rope when the stop blocks are in position. Some winches, even after being installed the ropes does not move freely).
- Some of the winches are installed incorrectly- pull rope will be on the wrong side as the winch is facing the wrong position.

SEC 123 (M/N)

- 9/24- Winch not levelled (it was reported previously but still, we are still using it without fixing).
- No premix- no winch bed constructed
- Gully and face flushed- this is the cause of delay inn cleaning during night shift (when you want to pull gully to footwall, the face winch will not stop for you to do that, and it choke the gully as there is no run over.
- Robots not working properly- when it tripped it causes delay on the cleaning hence, we disconnect the line.

- Signals not properly working- does not show which area is tripped, and you cannot install more than four in a row.
- No travelling way around the winches and tip areas.
- Shortage of winch rope- we are using too many ropes in a week as the ropes used are not same as previous. The thickness of the rope is too thin, and it get worn out easily (every two days we change the rope, hence there so many old ropes underground).
- S/supervisors forced employees to use substandard winches, as they don't want winch operators to work on the winches during their respective shifts (they only want to see the face clean for blast and nothing else).

SEC 125

- Poor winch preparation by day shift for night shift.
- No material- shortage of material during night shift and sometimes on day shift, but supervisors want the work to continue.
- Supervisors take time to visit their workplaces hence when there are problems, we cannot report on time to them. When you get a chance to report, you are labelled maningiyaze.
- Winch Operators not given enough time to fix deviations
- Employees are struggling to get material; they must go into madala side (old, mined area) to look for material

NB: When winches are installed, there is not bed winches constructed as the winches are being place on uneven footwall.

We are not invited when the winch installation process is planned.

Chief Safety Officer highlighted the following

- Material shortage concerns- if we take too long to report on this, there won't be enough time or space for you to get it bon time.
- Winch operators not given time to conduct inspections on winches, but again winch operators must understand that they are not free from blame when the winch is substandard ("You are appointed for this winch")
- Winch installation- you don't form part of the winch installation from the onset
- Incorrect installation- some winches are installed wrongly (facing wrong direction).
- Removal of stop blocks- this is not allowed as winch operators are failing to re-install them again after working on the winch rope. Even if there is a challenge when pulling the rope, we need to ensure that all safety devices are in position when operating the winch.
- Winches not serviced- all winches are not being serviced

QUESTION- Chief Safety Officer
What are the Signal challenges?

Operators

- Operators don't care- don't fix after damaged
 - Workplaces full of ore
 - Donkey tails not installed for high areas
 - New signals always trip, and we disconnect them to get job done.
- NB: Operators must be given chance to pull ore and not concentrate on drilling and blasting only.

M/O Siyabangena

Q.- Why gullies are full of ore

A- Distance of winch from the face is too far

Face and gullies are flashed

Some winches do not have clamps to install drum guard

CLOSURE

NUM: Standard is non negotiable

Winch operators to change mind set

Operators to be given chance to inspect their winches and fix deviations

Winch operators to form part when installing winch

Supervisors to give permission after inspection to use to operate winch

Siyanda Bakgatla Platinum Mine Proprietary Limited		Standards and Procedures	
SBPM-	SBPM-MINE-CON-SOP-002	DATE OF IMPLEMENTATION:	1 March 2021
VERSION NO:	1	LAST REVISION DATE:	28 February 2021

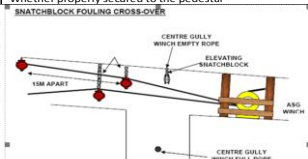
Pg 144 Fouling
Pg 163 Winch Pre-Connection
Pg 171 Winch request to be connected and winch installation check list

Siyanda Bakgatla Platinum Mine
Conventional Stopping
Procedures and Standards

VERSION:1
LAST REVISION DATE: 2021-09-30
FIRST IMPLEMENTATION DATE: 2021-10-10
REFERENCE NUMBER: SBPM-MIN-CON-P&S-002

Authorised by Engineer Mr H J J Visser



Index						
Index No	Deviations	Description	Standard/Procedure	Standard / Procedure page	Index No	Lesson Plan
1	a. Incorrect installation of the ASG winch (Green)	<p>Correct installation of winches:</p> <ul style="list-style-type: none"> - Centre or strike gully winch to be lined up at 90° to the centre line, with the centre of the drums directly below the centre line. - By using a clino rule, ensure winch is level. - Face winch to be installed 30° to 45° towards the gully. - 6 holding down bolts with resin to be used. 	Conventional Stopping (SBPM-MIN-CON-P&S-002)	Page 95 - 106	4	Winch Erecting Team Supervisor (HRD_SBPM_ULP_04)
1	b. Winch Clutch band handles not fitting properly on the pedestals (Yellow)	<p>Check the clutch bands on both drums:</p> <ul style="list-style-type: none"> - Excessive wear - No oil or grease on the clutch bands - It is hazardous operating a winch with excessive grease on the clutch drums, as there is a risk of being burnt by hot grease flying off the rotating drums. - Operating a winch with worn clutch bands results in time wasting during cleaning operations. - Whether properly secured to the pedestal 	Conventional Stopping (SBPM-MIN-CON-P&S-002)	Page 125	3	Winch Operator (HRD_SBPM_ULP_013)
1	c. Substandard cross rigging in from the winch (Orange)		Conventional Stopping (SBPM-MIN-CON-P&S-002)	Page 129	3	Winch Operator (HRD_SBPM_ULP_013)
2			Scraper Ropes - Cross Overs (SBPM-MIN-STD-21)	Page 3 - 5	3	Winch Operator (HRD_SBPM_ULP_013)
1	d. Ropes on the winch clotted and intertwined on one drum (Pink)	<p>Lock out procedure</p> <ul style="list-style-type: none"> - All winch starter boxes shall be fitted with an effective lock out device. - All winches shall be kept locked-out at all times and shall only be unlocked when in use. - All appointed winch operators shall be issued with the lock and key and they shall be responsible for locking out their winch when they do not operate it. - At the end of shift the winches shall be kept locked and unlocked only by following shift by the winch operator. - The system of issuing and controlling locks and keys to the winch operators and controlling locks and keys between the shifts shall be responsibility of the miner/s and shall be a subject of a section's agreement. <p>Uncoil the rope</p> <ul style="list-style-type: none"> - Remove the retaining straps from the roll. - Scraper ropes to be uncoiled for the entire length - When uncoiling: <ol style="list-style-type: none"> 1) No person may stand inside the rope coils. 2) All persons shall be safely positioned and they shall be controlling the rope by means of short pinch bars. Do not handle the rope with your hands. 3) Ensure the rope does not foul around other machinery and equipment in the area. 4) Do not unduly soil the rope with grit from the scraper path. 	Conventional Stopping (SBPM-MIN-CON-P&S-002)	Page 126 - 128	3	Winch Operator (HRD_SBPM_ULP_013)



Pg 46 align and level
Pg 52 align and level

WINCH ERECTOR ASSISTANT FACILITATOR'S COURSE MANUAL			
TITLE	MOVEMENT AND INSTALLATION OF WINCHES, MOTORS, AND SCRAPERS	VENUE	Underground stope training area to move a winch, motor, or scraper up and down a service way and installing a new winch.
EQUIPMENT / TOOLS	Tools: Pinch bar, 2kg Hammer, 3.6kg hammer, chevron tape, cline rule. Equipment: Sling eyebolts, Sling eyebolt pins, material car, 3Ton Chain block, 3Ton Coffin hoist, 3Ton Air chain block, wire rope slings, hooks, shackles, Anchor bolts/nuts, resin, winch holding down clamps, 30m Air hose with fittings and winch to move	OBJECTIVE	Given the knowledge and practical training the learner will be able to move a winch, motor, or scraper up and down a service way and install a new winch safely and correctly.
PERSONAL PROTECTIVE EQUIPMENT	Hardhat, cap lamp, gloves, eye protection, hearing protection (ear plugs/muffs), safety boots, reflective clothing, self-contained rescuer (if applicable), knee guards, seat protector, elbow guard, respirator (mask).		
TARGET POPULATION	Job categories that require winch erector assistant training – Maximum 12 persons	METHOD	Facilitation, Presentation, Demonstration and Practice.

Winch Vendor Quality Assessment



VENDOR QUALITY ASSESSMENT FORM

Acknowledgement of Assessment

Full Name		Sign	
Title		Date	

Supplier Name	
Physical Address	
Tel No	

KEY	
N/A	Not applicable to this product – it will not affect Quality of the Product or Service
SAT	Satisfactory - to meet the ISO Standard requirements and other Regulatory requirements
NEUT	Do not meet the ISO requirements fully but of an acceptable standard for the Product or Service
UNSAT	Not satisfactory – will definitely have an effect on the Product or Service



SHINTSHA NGQONDO

Shintsha Nqondo is a drive on a total mindset change in risk-based behavior.

SAFETY
AWARENESS
CAMPAIGN





SBPM

**SAFETY
AWARENESS
CAMPAIGN**

CHANGE YOUR MINDSET

**SHINTSHA
Nqondo**

INVITE

14 June 2022

TIME: 14:00 - 16:00
VENUE: Rugby Field

OUR PEOPLE

SIYANDA BAKGATLA PLATINUM MINES

Safety Awareness Campaign

On the 14th of June 2022, SBPM held a safety awareness campaign, to make employees aware that improved safety training and awareness can help **save lives and reduce injury**. This event was held to encourage employees to change their mindset and not overlook unsafe environments. The event was a success, and the audience turnout exceeded expectations, Amongst those who attended were the Snr. HODs and the executives.





BRIEF

UNION MINE



TO : All SBPM Employees
FROM : Hobson Jantjies – General Manager
DATE : 15 June 2022
SUBJECT : Thank You for your attendance to the Safety Awareness Campaign

Dear Colleagues,

Management would like to express its gratitude and appreciation to all employees who participated in our Safety Awareness Campaign, that took place on 14 June 2022.

“Change Your Mindset, Shintsha Nqondo” is an ongoing campaign that reminds employees to change their behavior towards safety.

The event was a huge success, and we would like to thank everyone who worked hard to prepare and attended to make it a success.

Yours in Health and Safety





SAFETY FLASH

Siyanda Bakgatla Platinum Mine

Safety Flash

SBPM

DATE & TIME: 20 MARCH 2022 AT APPROXIMATELY 14H53 IN 12/42 STOPE 2S ASG

PHOTO / SKETCH



Nature of Injury / Damage / Loss: Multiple

Agency: Winches and Rigging

Description of Incident:

On Sunday, 20 March 2022 at approximately 14h53, the crew went to 12/42 X/Cut to clean. The crew had a safety meeting with the Shift Supervisor and discussed the planned work for the day. The crew then proceeded to the work area with the now deceased. The shift supervisor left to assist on another job. At end of shift the shift supervisor went back to 12/42 x/cut to clear shift, where he discovered the deceased is not with the crew. He went into the raise line, and he discovered the body of the deceased lying trapped under the 2S ASG winch with the winch still running. The Shift Supervisor switched off the winch to recover the deceased and called for help. It is suspected that the deceased got pulled into the winch whilst trying to untangle the winch ropes while it was still in motion.

Possible control failures:

- > Performing work in the reef plane on a Sunday
- > Poor winch installation
 - Winch not installed horizontal on the winch bed.
 - Winch not aligned correctly with the ASG, resulting in fouling ropes.
- > Poor weekend work planning.
- > Crew permitted to continue with planned work without the correct Supervision.

Unsafe Act:

- > Violation by the Team – Entered the reef plane to travel to lower level where the work was planned.
- > Violation by the Individual – Entered the reef plane to conduct work on his winch ropes.
 - Attempted to work on the scraper ropes without assistance.
 - Work being conducted on the ropes without the winch being isolated
 - And locked out.

Remedial actions:

- > All winches have been stopped and cleaned.
- > All winch installations will be audited to check for alignment and if installed horizontally.

- All winches identified with deviations will be rectified, prior to being utilized.
- Winch installation standards and training lesson plans are being reviewed specifically with regards to Winch erecting crews and pre-connection checks.
- The Sunday/weekend labour planned work will be scoped ensuring the correct skills are clearly defined and booked out. If in the event Line Supervisors are not at work, the planned work will be cancelled.
- Strict adherence to the Sunday Labour permission.
- Strict adherence to MHS Chapter 9 - No entrance into the reef plane on a Sunday.
- Planned Task Observations will be conducted on all Winch Operators to ensure that working on scraper ropes whilst the winch is not isolated and locked out is highlighted.



TALK TOPIC

SAFETY TALK TOPIC

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Mining and Engineering

APRIL 2022

Winches and Rigging Rules:

- ❖ Never operate a substandard winch
- ❖ Ensure rigging installations is to standard.
- ❖ Only trained, certificated and appointed winch operators to do scraping with winches.
- ❖ Operator to complete a pre-use inspection checklist. Team Leader to over-inspect, sign off and authorize use of the winch before it is started.
- ❖ Guards must be effective and maintained.
- ❖ Safety Devices must be operational.
- ❖ Adhere to signaling arrangements. Move ropes three times before starting
- ❖ Beware of fouling areas in gullies.
- ❖ **NEVER** work on winch ropes whilst the winch is switched on.
- ❖ Stay clear of "danger triangles" on panels & gullies.
- ❖ Inspect total length of scraper path before starting up winches.
- ❖ Artisans ensure the pre connection checklist is filled in. Sub standard winch **WILL NOT BE CONNECTED.**



SLAM (Steps to Safety)

- Discuss the job you are going to do.
- Discuss the hazards involved, select the appropriate controls for the hazards and ensure that these controls are applied
 - Ask yourself:
 - Am I competent to perform the task?
 - Is my equipment & Tools in good order?
 - Do I have the right PPE?

SECTION 23 of MHSA 29 of 1996

1. It is right of an employee to leave or not enter a dangerous working place.
2. A Health and Safety Representative has a right to direct an employee to leave a working place.

THANK YOU
