

## 11.2 Spontaneous Combustion

1. The dozer Operator is to report spontaneous combustion to the CHPP Processing Supervisor who must report this event to the Engineering Manager for statutory reporting.

Once the Engineering Manager has authorized further action to address the spontaneous combustion, the CHPP Processing Supervisor can then authorise the dozer Operator to:

- Dig out and isolate the hot coal,
- Roll this coal to extinguish any fire,
- Push it way from main stockpile,
- Spread coal out and if required, use stockpile sprays to dose with water.

**Note: NEVER PUT WATER ON SPONTANEOUS COMBUSTION WHILST IT IS ON THE STOCKPILE** (it will flush out the fines and increase the air gap making the combustion worse).

- Also refer to procedure MAC-ENC-PRG-002 Spon Com Management Plan.

## 11.3 Slumping and Stockpile Instability Caused by Heavy Rain and Water Retention:

1. Push normal/ stable (i.e. non-slumping) coal over the affected/ slumped/ unstable areas as soon as possible.
  - a. If stable/ non-slumping coal is not available barricade the hazard/ slumped coal off using a windrow and report and communicate as per Section 10.2 above.
2. Maintain a drainage channel at the base of affected stockpile (don't dig into base material).
3. Where flat areas are soft or poorly drained fill them in or have them drained.

## 11.4 Coal bridging and Rat Holing:

The following controls apply when bridging or rat holing is suspected/ observed:

1. Position the dozer outside 10m ring around valve to observe coal/valve surface safely.
2. The dozer Operator must ask the CRO to rattle valve until coal falls in. If this does not occur inform the CRO that valve is bridged.
3. The dozer Operator is to then inform the CRO of the intention to start moving coal from the valve.
4. Starting on a 10m ring start side cutting length of the valve. This will work the dozer into a 5m ring.
5. Contact the CRO to rattle the valve again after each side cut.
6. When the side cut reaches the height of dozer cabin, start another side cut.
7. When down to 2-3m high slowly start cut towards the 5m ring. This is where the natural rill of coal will form at side of the valve.

### 10.1 Communication with Control Room Operator

Dozers are fitted with a two-way radio, UPS and network connection as well as a GPS. If either of these systems is out of service dozing operations in the dozer must cease until repaired. The dozer operator must return to the park-up and report the defect as per procedure.

CRO and dozer operator must obtain the Reclaim Schedule from the supervisor and familiarise themselves with the planned reclaim requirements.

Immediately prior to entering the coal stockpile, the dozer operator must check the following:

1. Which valves (if any) are currently feeding
2. Which valves require inspection
3. The location of the stacker
4. The task to be carried out

This and all other communication from the CRO must be positively acknowledged by the stockpile dozer operator.

The control room operator or dozer operator must inform all dozer operators of:

- any intention to stop or start any coal valve,
- any intention to reposition, stop or start the Stacker.

The dozer operator must confirm these communications before the stacker or coal valve status is changed.

When relocating the stacker on Export or Transfer Stockpiles, if the Stacker is to be moved past or within the dozers work area, the dozer is to be positioned outside the 20m line on the western side of the coal valves, prior to the Stacker being moved and shall remain there until the stacker has past the dozer work area.

The CRO must inform the dozer operator if any coal valve runs out of coal (possible bridging). The dozer operator must confirm these communications.

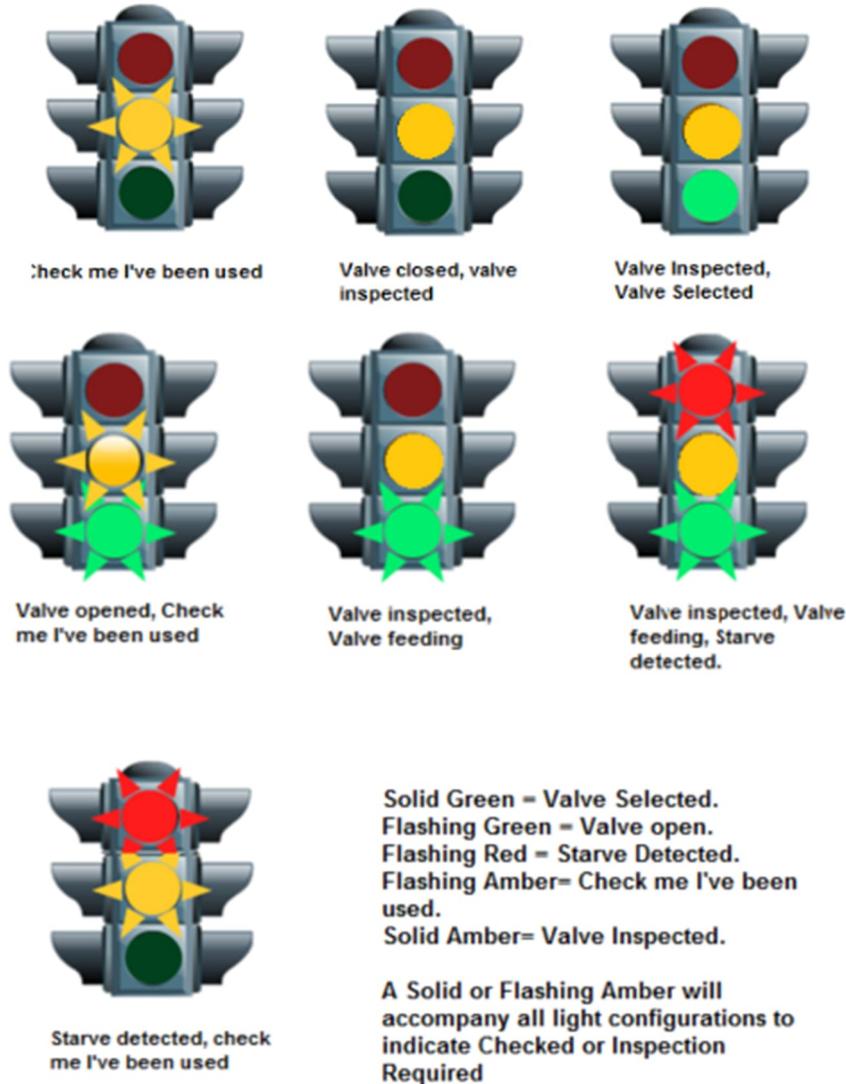
The CRO must remain at the control room controls whenever a dozer is reclaiming from the stockpile.

### 11.11 Checking a Coal Valve Status



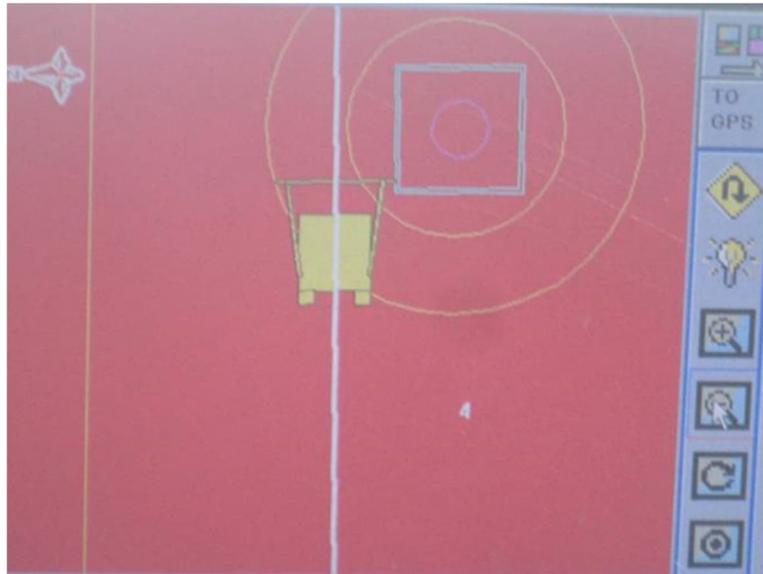
The stockpile traffic light system assists the stockpile dozer Operator to identify potential hazards created when reclaiming into coal valves by giving the dozer Operator an indication of the current state and recent usage of the valves.

Typical traffic light conditions are shown below:



If the traffic lights indicate any state other than the “Valve Checked” state, the dozer Operator must be aware that the valve may be unsafe, and a void or bridge may be present. Approach all valves with caution and as if unsafe.

To check for coned out or bridged coal valves and clear an unsafe condition, dozer operators must follow this process:



When approaching a coal valve, the operator must maintain a full blade of coal between the dozer and the coal valve at all times. This allows the dozer Operator to locate the edge of the hole by observing material falling away from the blade. When material starts to fall away the operator must leave the blade of coal in that location and use a second blade of coal to push the first in.

If product coal does not pull down when the coal valve is opened, then the coal valve may be bridged the operator must follow the procedures as detailed in RIIMPO305A Conduct Stockpile Dozer Operations Training Manual.

**i** Document Reference - MAC-CPP-PRO-011