

# July Contractor Safety Meeting

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**Tammy Smith / Bryon Wiley**

*Health & Safety Specialist*

July 9, 2019



**PROVEN ASSETS.  
FUNDAMENTAL VALUE.**

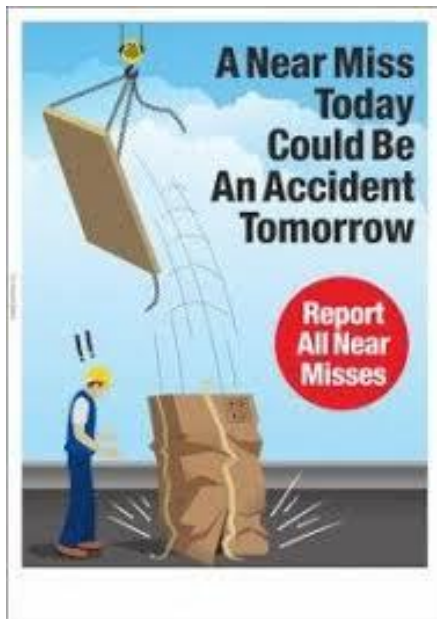
# Meeting Agenda

- **Safety Share**
- **Emergency Exits/Meeting Point**
- **Cell Phones**
- **Facilities**
- **This months focus**
  - **Special Presentation – Justin Schaefer with Riley Industrial**
  - **Contractor Incident Management - Reporting**
  - **TRIR Monthly Reporting**
  - **Environmental Share**
  - **PFE's from Bagdad, AZ Mine**
  - **Near Misses in Morenci, AZ**
  - **OSHA Training for Town Site Contractors**

- **Welcome Justin Schaefer**
  - **Safety Manager**
    - **Riley Industrial**

# Contractor Incident Management

- Incident reporting is nothing new and we all know that no matter how slight (including Near Misses) we may think an incident is, it still needs to be **REPORTED**. Reporting means to the supervisor of the contractor as well as the Freeport-McMoRan Health & Safety Specialist in the area **IMMEDIATELY**.



# Incident Reporting

- A completed [Contractor First Report of Incident Form](#), witness statements, and pictures need to be completed and turned into the Freeport-McMoRan Health and Safety Department by the end of the shift.
- Due to confidentiality the reports should be sent to the FMI Safety personnel **ONLY** until it has been verified. After verification has been done then the Safety department will disperse the reports to the appropriate, approved people.
- The appropriate people to send the report to are:
  - Tammy Smith – [tsmith2@fmi.com](mailto:tsmith2@fmi.com)
  - Bryon Wiley – [bwiley@fmi.com](mailto:bwiley@fmi.com)
  - Rassie Ras – [rfrancis1@fmi.com](mailto:rfrancis1@fmi.com)
  - Timothy Liao – [tliao@fmi.com](mailto:tliao@fmi.com)
  - **The area FMI H & S Specialist in the area incident occurred.**

# Contractor First Report of Incident

## Contractors First Report Of Incident

Morenci Operations

[Clear Form](#)

Incident Reporting Form (IRF)

[Print](#)

[Email to FMI Safety](#)

Information contained within this report may be confidential in nature and should only be distributed as necessary to communicate critical details of the event. All documents (Statements, photos, and and this form) will need to be sent to the appropriate FMI safety professional.

GENERAL INCIDENT INFORMATION				
Incident type:	<input type="text"/>	Injury Type:	<input type="text"/>	Date of Report:
Date of Incident:		Time of Incident:		Reported By: Name & ID:
Responding HS-3:		Contracting Company:		
Responding Safety:	<input type="text"/>	Supervisor Name/ID#:		
Organization:	Contractor	Supervisor Contact #:		
Division:	<input type="text"/>	FMI Area Contact:		
Department:		Crew:	<input type="text"/>	
Exact Location:				
Geotags:	Latitude:		Longitude:	
DETAILED INCIDENT INFORMATION				
Detailed Description:				
Immediate Actions:				
Critical Lessons:				
Potential Risk Rating:	Potential Consequence:	<input type="text"/>	Potential Frequency:	<input type="text"/>
Fatal Risks:			Risk Category:	<input type="text"/>
Energy Source:			Energy Level:	<input type="text"/>
Agent Involved:				
PROPERTY INFORMATION				
EQUIPMENT 1:	<input type="radio"/> DAMAGED <input type="radio"/> INVOLVED	EQUIPMENT 2:	<input type="radio"/> DAMAGED <input type="radio"/> INVOLVED	
Property Description (make, model, etc.):		Property Description (make, model, etc.):		
Property ID Number:		Property ID Number:		
Property Owner:		Property Owner:		
Description of Damage:		Description of Damage:		
Comments:		Comments:		

## Contractors First Report of Incident (back page)

Incident Reporting Form (IRF)

Morenci Operations

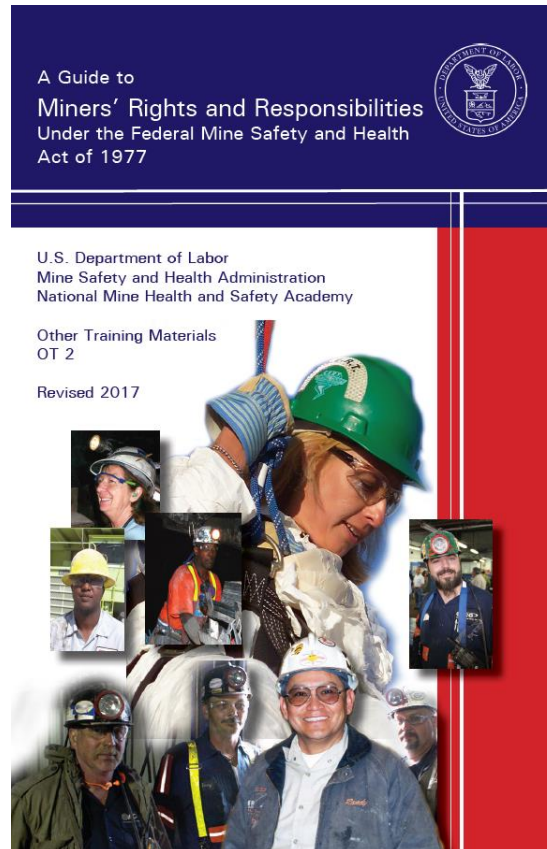
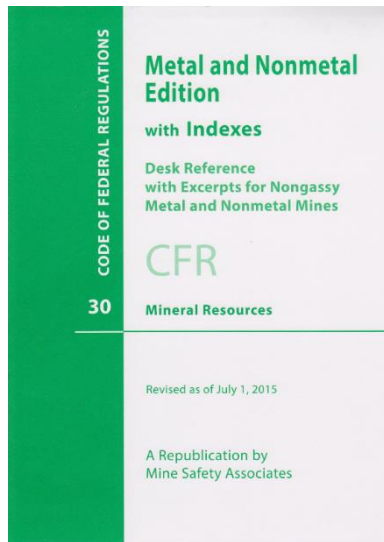
[Clear Form](#)

Information contained in this report is confidential by nature and should only be distributed to the appropriate personnel. All documents (statements, photos and this form) will need to be sent to the appropriate FMI safety professional.

[Email This Form](#)

INJURED EMPLOYEE DATA – CONFIDENTIAL – DO NOT DISTRIBUTE (send to lludvigs@fmi.com, asammito@fmi.com and SafetyOn_Call@fmi.com only)					
Name:		Age:		Employee Experience:	Years Months
Employee ID:		Gender:	<input type="radio"/> M <input type="radio"/> F	Job:	
Job Title:		Date of Birth:		Site:	
Contact Phone:		Last 4 of SS#:		Industry:	
Nature of Injury:		Mechanism of Injury:			
Severity of Injury:		Part of Body:		Side of Body:	
Employee's Next Scheduled Shift:	Date:		Shift:		
Treated Onsite:	<input type="radio"/> YES <input type="radio"/> NO	Treatment:			
Treated Offsite:	<input type="radio"/> YES <input type="radio"/> NO	Treatment:			
Air/ Ambulance Transfer:		Location:			
<p><b>Notification of an injury following air, ambulance transfer, and/or hospitalization:</b></p> <ol style="list-style-type: none"> <li>Immediately contact the FMI On-Call Safety Professional at 928-965-6605</li> <li>Email a short note regarding the incident to the following individuals: <ul style="list-style-type: none"> <li>i. <a href="mailto:jedwards@fmi.com">jedwards@fmi.com</a></li> <li>ii. <a href="mailto:tzaytsow@fmi.com">tzaytsow@fmi.com</a></li> <li>iii. <a href="mailto:rfrancis1@fmi.com">rfrancis1@fmi.com</a></li> <li>iv. <a href="mailto:bwiley@fmi.com">bwiley@fmi.com</a></li> <li>v. <a href="mailto:tsmith2@fmi.com">tsmith2@fmi.com</a></li> </ul> </li> </ol>					
INVOLVED DATA (Include individuals directly involved but NOT injured)					
Name	Job Title	Employee ID	Gender	Job Experience (Years/Months)	
			<input type="radio"/> M <input type="radio"/> F	Job	Site Industry
			<input type="radio"/> M <input type="radio"/> F		
			<input type="radio"/> M <input type="radio"/> F		
			<input type="radio"/> M <input type="radio"/> F		
			<input type="radio"/> M <input type="radio"/> F		
			<input type="radio"/> M <input type="radio"/> F		
WITNESS DATA					
Name	Job Title	Employee ID	Gender	Job Experience (Years/Months)	
			<input type="radio"/> M <input type="radio"/> F	Job	Site Industry
			<input type="radio"/> M <input type="radio"/> F		
			<input type="radio"/> M <input type="radio"/> F		
			<input type="radio"/> M <input type="radio"/> F		
			<input type="radio"/> M <input type="radio"/> F		
			<input type="radio"/> M <input type="radio"/> F		
INVESTIGATION DOCUMENTATIONS					
PHOTOS:	<input type="radio"/> YES <input type="radio"/> NO	COMMENTS:			
STATEMENTS:	<input type="radio"/> YES <input type="radio"/> NO				
INSPECTION RECORDS:	<input type="radio"/> YES <input type="radio"/> NO				
OTHER: (if yes, please describe)	<input type="radio"/> YES <input type="radio"/> NO				

# Miners Rights



“The Federal Mine Safety and Health Act of 1977 and the Mine Improvement and New Emergency Response Act of 2006 (MINER Act), and Title 30 of the Code of Federal Regulations (30 CFR) grant a variety of rights for individuals employed as miners and applicants for employment in mine related jobs. Congress wanted to encourage each to take an active, responsible role in matters of mine safety and health.”

UNITED STATES PUBLIC LAWS  
109th Congress - Second Session  
Convening January 7, 2005  
PL 109-236 (S. 2803)  
June 15, 2006

**MINE IMPROVEMENT AND NEW EMERGENCY RESPONSE ACT OF 2006 (MINER ACT)**

An Act To amend the Federal Mine Safety and Health Act of 1977 to improve the safety of mines and mining.  
Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

**SECTION 1. SHORT TITLE.**  
This Act may be cited as the “Mine Improvement and New Emergency Response Act of 2006” or the “MINER Act”.

**SEC. 2. EMERGENCY RESPONSE.**  
Section 316 of the Federal Mine Safety and Health Act of 1977 (30 U.S.C. 876) is amended—  
(1) in the section heading by adding at the end the following: “AND EMERGENCY RESPONSE PLANS”;  
(2) by striking “Telephone” and inserting “(a) IN GENERAL.—TELEPHONE”; and  
(3) by adding at the end the following:

“(b) ACCIDENT PREPAREDNESS AND RESPONSE.—  
“(1) IN GENERAL.—Each underground coal mine operator shall carry out on a continuing basis a program to improve accident preparedness and response at each mine.  
“(2) RESPONSE AND PREPAREDNESS PLAN.—  
“(A) IN GENERAL.—Not later than 60 days after the date of enactment of the Mine Improvement and New Emergency Response Act of 2006, each underground coal mine operator shall develop and adopt a written accident response plan that complies with this subsection with respect to each mine of the operator, and periodically update such plans to reflect changes in operations in the mine, advances in technology, or other relevant considerations. Each such operator shall make the accident response plan available to the miners and the miners’ representatives.  
“(B) PLAN REQUIREMENTS.—An accident response plan under subparagraph (A) shall—  
“(i) provide for the evacuation of all individuals endangered by an emergency; and  
“(ii) provide for the maintenance of individuals trapped underground in the event that miners are not able to evacuate the mine.  
“(C) PLAN APPROVAL.—The accident response plan under subparagraph (A) shall be subject to review and approval by the Secretary. In determining whether to approve a



# Making the Call

- Every “Miner” has the right to call MSHA
- Who is considered a miner?
  - All persons working at a mine are considered to be “miners”
- *Best practice is to involve your area safety!*





# Serious Incident Notification

- Incidents of a serious nature may require “immediate” notification to government agencies. It is the responsibility of each contractor to ensure its leaders identify what incidents require “immediate” notification and maintain a list of numbers of who must be notified, and the time limits required (15 minutes in some cases with MSHA). If time permits a brief call to Freeport-McMoRan representatives will be made prior to notifying agencies such as MSHA. In some cases the site may make the call to the agency.





# Immediately Reportable

1. A death of an individual at a mine;
2. An injury to an individual at a mine which has a reasonable potential to cause death;
3. An entrapment of an individual for more than thirty minutes or which has a reasonable potential to cause death;
4. An unplanned inundation of a mine by a liquid or gas;
5. An unplanned ignition or explosion of gas or dust;
6. In underground mines, an unplanned fire not extinguished within 10 minutes of discovery; in surface mines and surface areas of underground mines, an unplanned fire not extinguished within 30 minutes of discovery;
7. An unplanned ignition or explosion of a blasting agent or an explosive;
8. An unplanned roof fall at or above the anchorage zone in active workings where roof bolts are in use; or, an unplanned roof or rib fall in active workings that impairs ventilation or impedes passage;
9. A coal or rock outburst that causes withdrawal of miners or which disrupts regular mining activity for more than one hour;
10. An unstable condition at an impoundment, refuse pile, or culm bank which requires emergency action in order to prevent failure, or which causes individuals to evacuate an area; or, failure of an impoundment, refuse pile, or culm bank;
11. Damage to hoisting equipment in a shaft or slope which endangers an individual or which interferes with use of the equipment for more than thirty minutes; and
12. An event at a mine which causes death or bodily injury to an individual not at the mine at the time the event occurs.

Notify safety with adequate time to call. If Safety cannot be contacted, or there is uncertainty if the call should be made, or time is running out, make the call!!! Be prepared to answer a simple who, what, where questions.

# Reporting

- **MSHA Hotline**
  - **1-800-746-1553**
- **Basic Info to Know (when the call is made)**
  - **Contractor ID**
  - **Location of Mine**
  - **County/State of Mine**
  - **Name of Mine**
  - **Details of incident**
    - **Who, what, when, where, why**
  - **Name and Number of reporting individual**
    - **Provided for an MSHA inspector to get in touch with the reporting party**

# Incident Reporting

- If you or your staff are unsure how to fill out the form or the procedures **PLEASE** do not hesitate in contacting one of the Safety Representatives to get the information.
  - Tammy Smith - 928-215-9763
  - Bryon Wiley - 928-965-3540
  - Rassie Ras - 928-215-9257
  - Timothy Liao - 928-965-9218



# TRIR Monthly Reporting

- Do to reports that are continuously late I just wanted to give a friendly reminder that the TRIR Monthly Reports are due no later then the 5<sup>th</sup> of month. Please submit the reports to the following emails:
  - Amy Sammito – [asammito@fmi.com](mailto:asammito@fmi.com)
  - Contractor TRIR - [MOR-Contractor-TRIR@FCX365.onmicrosoft.com](mailto:MOR-Contractor-TRIR@FCX365.onmicrosoft.com)



Save File	Contractor Name	MSHA Number	Company code	Organization	Division	Department	Hours	First Aid	Restricted Duty	Medical Treatment	Lost Time	Occupational Illness	Property Damage	Reason if submitting late or a change	Person Reporting Hours	Area Contact
Period (YYYYMM)																
			1350	Maintenance Services	Maintenance Services	Boiler Shop										
			1350	Maintenance Services	Maintenance Services	Machine Shop										
			1350	Maintenance Services	Maintenance Services	Industrial Railroad										
			1350	Maintenance Services	Maintenance Services	Power House										
			1350	Maintenance Services	Maintenance Services	Electrical										
			1350	Maintenance Services	Maintenance Services	Field and Pump Repair										
			1350	Maintenance Services	Maintenance Services	Light Vehicle Garage										
			1350	Maintenance Services	Maintenance Services	Surface										
			1350	Maintenance Services	Maintenance Services	RCM										
			1350	Processing	Hydrometallurgical	CLP										
			1350	Processing	Hydrometallurgical	SX EW										
			1350	Processing	Hydrometallurgical	Leaching										
			1350	Processing	Mill	Morenci Concentrator										
			1350	Processing	Mill	Metcalf Concentrator										
			1350	Processing	Mill	Tailings										
			1350	Processing	Crush and Convey	Crush and Convey										
			1350	Mine	Mine Maintenance	Mine Maintenance										
			1350	Mine	Mine Operations	Fragmentation-Loading Support										
			1350	Mine	Mine Operations	Haulage										
			1350	Mine	Mine Technical	Resource Management										
			1350	Administration	Administration	Administration										
			1350	Administration	Administration	Global Supply										
			1350	Administration	Administration	Plant Engineering										
			1350	Administration	Administration	Environmental										
			1350	Administration	Administration	Training Department										
			1350	Administration	Administration	Health & Safety										
			1302	Administration	Administration	Townsite										
			1341	Administration	Mercantile	Mercantile Motel										
			1341	Administration	Mercantile	Mercantile Lanes										
			1341	Administration	Mercantile	Mercantile Conoco										
			1302	Administration	Mercantile	Recreation Center										
			1322	Morenci Water and Electric	Administration	Townsite										

# Environmental Share

## Top Hazardous Waste Violations

July 2019

*Proactive management of hazardous waste helps protect human health, the environment and prevents costly penalties.*


- Use and management of containers
- Proper storage and disposal of hazardous waste
- Personnel training requirements
- Preparedness and Prevention requirements



**\*\*\*Each violation costs up to \$70,117 per day\*\*\***



# PFE – Bagdad Copper Cleaner

<b>POTENTIAL FATAL EVENT ADVISORY</b>		<b>PFE #</b>		<b>PFE – 2019 - 12</b>	
 <div><b>Bagdad Copper Cleaner Construction Project</b></div>		<b>IMS #</b>		<b>98039</b>	
		<b>OPERATION:</b>		<b>Bagdad</b>	
		<b>INCIDENT DATE:</b>		<b>6/12/2019</b>	
		<b>TIME:</b>		<b>7:50 a.m.</b>	
		<b>TYPE:</b>		<b>Injury</b>	
<b>Issued By: Quintin Causey, Manager-Health and Safety</b>		<b>PFE Follow-Up:</b>			
		<b>Contact For Additional Details: Rick Brooks, Chief Engineer</b>			

This Advisory is a NOTIFICATION of an event/condition, or potential which may have resulted in a fatality at a Freeport-McMoRan location. The information below is intended to be used for proactive preventative purposes.

DESCRIPTION / DETAILS OF ADVISORY	
<p><b>Summary:</b> A contractor ironworker fell from heights after being hoisted up into the air when a crane's sling hooked onto the contractor's fall protection harness.</p> <p><b>Description:</b> A contractor ironworker and crane operator were installing a support beam approximately 60 feet above ground level. Once the beam was securely in place, the ironworker unhooked the rigging and signaled the crane operator to hoist up the cable. As the rigging moved upward, the cable's sling got caught on a tool hook attached to the ironworker's fall protection harness. The ironworker was lifted up and radioed the crane operator to hoist down, but the operator continued to hoist the cable upward. The employee's self-retracting lanyard became fully extended to 6 feet. At this point, the tool hook broke away from the harness, and the employee fell approximately 6 to 7 feet to the tie-off level. The employee sustained multiple injuries and was lowered to the ground by man lift. The employee then was transported to the hospital for further evaluation and treatment.</p>	
FATAL RISKS	
Lifting Operations	Fall From Height
OTHER SIGNIFICANT RISK (specific to site or task not categorized as global)	
N/A	
ABSENT / INSUFFICIENT CONTROLS CONTRIBUTING TO THE EVENT	
<ul style="list-style-type: none"> <li>Lack of awareness of moving equipment during lifting operations</li> <li>Poor communication / misunderstanding between ironworker and crane operator</li> <li>JSA process did not address routine work hazards</li> </ul>	
HEALTH AND SAFETY POLICIES	APPLICABLE STANDARDS / POLICIES / PROCEDURES
N/A	

# PFE – Bagdad



Circled in red is the location of the incident.



The area / beam where the employee was working at the time of the incident.

# PFE - Bagdad



Circled in red is where the tool hook was attached to the fall protection harness.



The tool hook.

# Near Miss

- We have had two significant near misses on the processing side of the business. One being a Lifting Operations failure and the other and Near Miss Rail Collision.
- Some key learning so far:
- MorCon Near Miss-Lifting Operations
  - Barriers and Segregation were not in place
    - 1,012 lb component was flown over multiple employees from upper deck. Rigging was adequate but posed similar risk as C/C incident due to the same lifting lugs.
    - An employee was within the drop zone as the material was being lowered.
    - Component was lowered and hit the handrail of the corral-where it came to rest after teetering. When the component hit the rails the rigging came off of the load allowing it to remain suspended on the handrail unsecured
  - Lifting Execution:
    - No communication plan between overhead crane operator and the spotter. Potential confusion on hand signals.
  - Other Factors:
    - Confined Space-paperwork not filled out with correct location, gate was not called with correct information, gate was not called as per requirements
    - JRA-all hazards were identified and controls listed but those leading to the event were not executed.
    - **Stop work obligation was not utilized**



# Second Near Miss

## ■ Maintenance Services Near Miss-Rail Collision

- There is a stop sign for vehicle traffic flowing the other direction but not for the travel direction in the incident. There are no crossing arms present on the processing side apart from the entry gates to the property.
- The locomotive did sound the horn approximately 100' prior to the crossing and went into emergency stop protocol approximately 50' prior to the crossing.
- During the interview it was discovered that the light vehicle had been crossing the tracks when they heard the horn and slammed on the brakes. They put the vehicle into reverse and the train was approximately 10-15 feet away. The truck backed up and stopped approximately one truck length from the track.



Don't Let  
this be YOU!





# Corrective Actions

Please be advised. There will be a **STOP** sign placed at the Main road intersection with the Railroad by the CLP for South bound traffic. The stop sign will be placed on Tuesday, July 9. The intersection currently only has a Stop sign for North bound traffic, heading to the RW Gate. The sign will be placed just before the tracks, adjacent to the filter plant. See picture of area below.





# OSHA Training

- All contractors working under a Freeport contract in the town-site areas must go through the Morenci sponsored OSHA training class.
- The reasoning is:
  - 1. The Morenci sponsored training has an element of Freeport Safety Culture added throughout the curriculum.
  - 2. The Morenci sponsored training incorporates Freeport concepts around Fatality Prevention and Fatal Risk Management.





PROVEN ASSETS.  
FUNDAMENTAL VALUE.