

**PLEASE DO NOT REFORMAT THIS FORM**

<b>MINES INSPECTORATE</b> <b>VERSION 11</b> <b>November 2017</b>	<b>NOTICE OF CONFIRMATION</b> <b>TO THE MINES INSPECTORATE OF A COAL MINE</b> <b><u>HIGH POTENTIAL INCIDENT, SERIOUS ACCIDENT OR DISEASE</u></b>
<b>MINE: Grosvenor</b>	<b>DATE: 15/07/2019</b>
<i>This notice* is made by or on behalf of the SSE primarily** pursuant to section 198(4) or (5) of the CMSHA to confirm the initial oral report to an inspector and an ISHR. It is also used to report prescribed diseases pursuant to section 198(6) of the CMSHA.</i>	
NOTE: * Notice required within 48 hours or 24 hours in the case of a fatality: ** Also serves to report "Non-Reportable Incidents"	

SECTION 1: INITIAL ORAL REPORT		
Made By: Wouter Niehaus	Company Position: UMM	Phone: [REDACTED]
Made To: Graham Callinan	Time: 12:56pm	Date: 14/07/2019
Made To: Stephen Woods	Time: 1:05pm	Date: 14/07/2019
Made To:	Time:	Date <a href="#">Click here to enter a date.</a>

SECTION 2: SERIOUS ACCIDENT	
Is this a SERIOUS ACCIDENT:	<b>NO</b>
NOTE 1:	<i>Act s16: A SERIOUS ACCIDENT is one that causes (a) death or (b) a person to be admitted to hospital as an in-patient for treatment of the injury. Also by definition it is a HPI</i>
NOTE 2:	<i>While not included in the definition of SERIOUS ACCIDENT, Act s198(2)(iii) requires immediate notification of an accident "that causes a person to suffer an injury, causing or likely to cause, a permanent injury to a person's safety or health". (This is also a HPI as defined by Act s.17)</i>
NOTE 3:	<i>Schedule 9 of the Regulation defines SERIOUS BODILY INJURY as an "injury endangering, or likely to endanger, life or causing, or likely to cause, a permanent injury to health" of a person.</i>

SECTION 3: PRESCRIBED HPI TYPE BEING REPORTED	
<b>SCHEDULE 1C</b> Act 198(2b)	<b>10b A ventilation failure causing a dangerous accumulation of methane or other gas that endangers the safety and health of a person.</b>
<b>SCHEDULE 2 Part 1</b> Act 200(1)	Choose an item. <b>Must not interfere with site without inspectorate permission</b>
<b>SCHEDULE 2 Part 2</b> Act 201(1c)	Choose an item. <b>Investigation Report to an inspector within 1 month.</b>
NOTE 1:	<i>Some HPI types in Schedule 1C also qualify as types in Schedule 2, Part 1 and/or Part 2. See details on reverse of this form</i>

SECTION 4: NON PRESCRIBED HPI OR NON REPORTABLE INCIDENT NRI	
NON PRESCRIBED HPI <input type="checkbox"/>	<i>Where a "match" cannot be made to the Schedule 1C but the event is a HPI as defined by CMSHA section 17</i>
NON REPORTABLE INCIDENT (NRI) <input type="checkbox"/>	<i>Where the incident is significant and has a safety "message" to share with industry</i>
NOTE	<i>Act s17 HPI "an event, or a series of events, that causes or has the potential to cause a significant adverse effect on the safety or health of a person"</i>

SECTION 5: REPORTABLE DISEASE SCHEDULE 1				
Chronic obstructive pulmonary disease <input type="checkbox"/>	coal workers' pneumoconiosis <input type="checkbox"/>	legionellosis <input type="checkbox"/>	silicosis <input type="checkbox"/>	Other
NOTE 1	<i>To be reportable, the disease must have been contracted by a current or former coal mine worker who was exposed to dust/agent and has had the diagnosis confirmed by a nominated medical adviser or another doctor</i>			
NOTE 2:	<i>Tick relevant box above (no further disease information is required on this form)</i>			

SECTION 6: DETAILS OF THE EVENT		
NOTE <i>Information provided in this section includes the "Primary Information" required by s.198(3) of the Act</i>		
<b>CONCISE DESCRIPTION OF THE NATURE OF THE EVENT</b> <i>(put all other information in the "Other information/details" field below)</i>		
The Longwall was producing with the Shearer cutting from MG to TG. Prior to the event the shearer speed had been reduced to 8m/min from shield #60 due to elevated CH4 levels in the TG roadway. When the shearer reached shield #82 at 11:15am the inbye CH4 sensor in the TG roadway reached 2.3% and the shearer was stopped. At 11:25am the outbye sensor reached 2.52% CH4.		
DATE: 14/07/2019	TIME 11:25am	LOCATION: LW103 TG area and return roadway
EQUIPMENT INVOLVED: LW103	DAMAGE: nil	
ENVIRONMENTAL CONDITIONS: (x)	Light: <input type="checkbox"/>	Dark: <input type="checkbox"/>
	Sunny: <input type="checkbox"/>	Wet: <input type="checkbox"/>
	Dry: <input type="checkbox"/>	Windy: <input type="checkbox"/>
PERSONS INVOLVED: (x)	Number: 0	Employee <input type="checkbox"/>
	Contractor <input type="checkbox"/>	Labour Hire <input type="checkbox"/>
	Visitor <input type="checkbox"/>	
NAME(S) OF DECEASED:	TYPE DEATH	NATURAL <input type="checkbox"/>
		ACCIDENT <input type="checkbox"/>
NAME(S) OF PERSONS INJURED	INJURIES	EMPLOYER <i>(contractor where applicable)</i>
NIL		
NAMES OF ANYONE WHO SAW THE INCIDENT OR WERE PRESENT AT THE TIME AND IF NO WITNESSES, NAME OF PERSON FINDING THE INCIDENT	NAME	EMPLOYER <i>(contractor where applicable)</i>
	Brad Meldrum	Anglo American Grosvenor (ERZ Controller)

<b>OTHER INFORMATION/DETAIL:</b>		

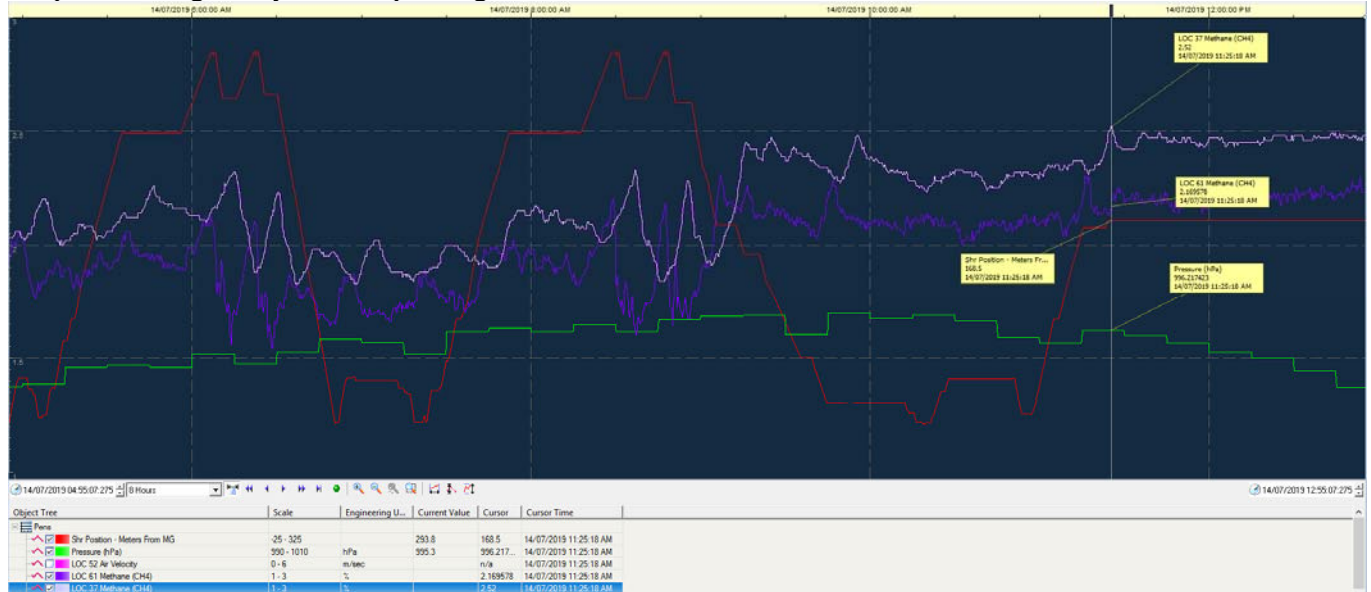
Current Gas Drainage system has been performing as designed with all Goaf Drainage holes coming online as designed.

The planned Ventilation change to reverse the ventilation direction in the bleeder / perimeter roadway has been brought forward to Monday the 15<sup>th</sup> of July. The intent of the ventilation change is to reduce the intake Methane levels reporting the LW MG and reduce the overall methane levels across the LW ventilation circuit.

Graphs showing Inbye sensor peaking at 2.3% CH4 at 11:16am



Graphs showing Outbye sensor peaking at 2.52% CH4 at 11:25am



Graph showing time that the CH4 sensor in the TG was reading greater than 2.5% CH4 Outbye Sensor at and greater than 2.5% for 1min 30sec

