

## 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: 24/07/2019</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: Geoff Nugent	Time: 3:18pm	Date: 24/07/2019
Made To: Jason Hill	Time: 3:49pm	Date: 24/07/2019
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</b> <b>Part 1</b> Act 200(1)	Choose an item.	<b>Must not interfere with site without inspectorate permission</b>
<b>SCHEDULE 2</b> <b>Part 2</b> Act 201(1c)	Choose an item.	<b>Investigation Report to an inspector within 1 month.</b>
NOTE 1:	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	

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	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"	

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 <input type="checkbox"/>		
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: Tick relevant box above (no further disease information is required on this form)						

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>							
While dealing with a cavity at the TG area of LW103, the shearer had cut out the TG area for a second run to advance the TG shields. The shearer then moved back to shield #115 and the process of bringing in the TG shields commenced. The shearer had stopped producing at 1:42pm, at 1:54pm another goaf fall occurred and caused sudden release of CH4 into the TG roadway. The CH4 levels exceeded 2.5% and reached a peak of 2.7% CH4 on the inbye sensor in the TG roadway. Readings remained above 2.5% for a period of 55sec. The outbye sensor followed a similar trend and reached a peak of 2.56% CH4 at 2:01pm.							
DATE: 24/07/2019	TIME 12:15pm	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 (contractor where applicable)		
NIL							
			NAME		EMPLOYER (contractor where applicable)		

NAMES OF ANYONE WHO SAW THE INCIDENT OR WERE PRESENT AT THE TIME AND IF NO WITNESSES, NAME OF PERSON FINDING THE INCIDENT	Josh Lancaster	Anglo American Grosvenor (ERZ Controller)

**OTHER INFORMATION/DETAIL:**

4Hour Trend

CH4 peaked at 2:54pm at the inbye sensor at 2.7%, the outbye sensor peaked at 2:01pm at 2.56%

