

PLEASE DO NOT REFORMAT THIS FORM

MINES INSPECTORATE VERSION 11 November 2017	NOTICE OF CONFIRMATION TO THE MINES INSPECTORATE OF A COAL MINE <u>HIGH POTENTIAL INCIDENT, SERIOUS ACCIDENT OR DISEASE</u>
MINE: Grosvenor	DATE: 2/07/2019
<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: Keith Brennan	Time: 2:35pm	Date: 2/07/2019
Made To: Stephen Woods	Time: 5:09pm	Date: 2/07/2019
Made To:	Time:	Date Click here to enter a date.

SECTION 2: SERIOUS ACCIDENT	
Is this a SERIOUS ACCIDENT:	NO
NOTE 1:	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
NOTE 2:	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)
NOTE 3:	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.

SECTION 3: PRESCRIBED HPI TYPE BEING REPORTED	
SCHEDULE 1C Act 198(2b)	10b A ventilation failure causing a dangerous accumulation of methane or other gas that endangers the safety and health of a person.
SCHEDULE 2 Part 1 Act 200(1)	Choose an item. Must not interfere with site without inspectorate permission
SCHEDULE 2 Part 2 Act 201(1c)	Choose an item. Investigation Report to an inspector within 1 month.
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

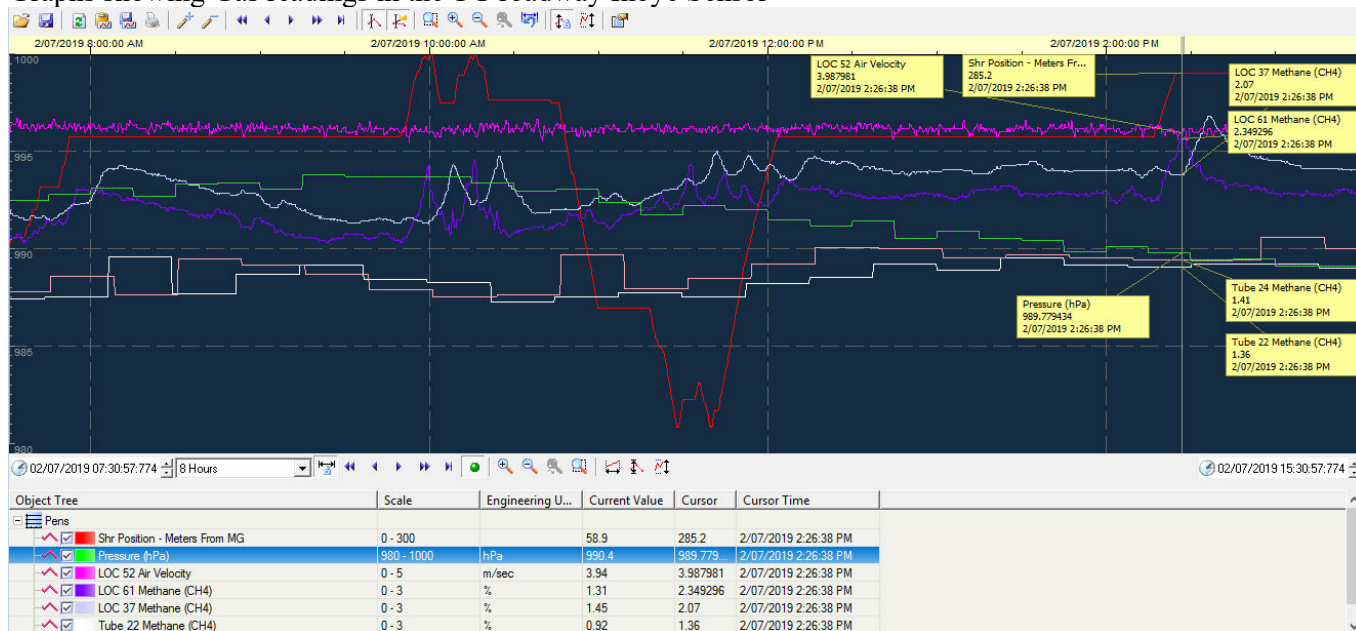
SECTION 4: NON PRESCRIBED HPI OR NON REPORTABLE INCIDENT NRI	
NON PRESCRIBED HPI <input type="checkbox"/>	Where a "match" cannot be made to the Schedule 1C but the event is a HPI as defined by CMSHA section 17
NON REPORTABLE INCIDENT (NRI) <input type="checkbox"/>	Where the incident is significant and has a safety "message" to share with industry
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	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			
NOTE 2:	Tick relevant box above (no further disease information is required on this form)			

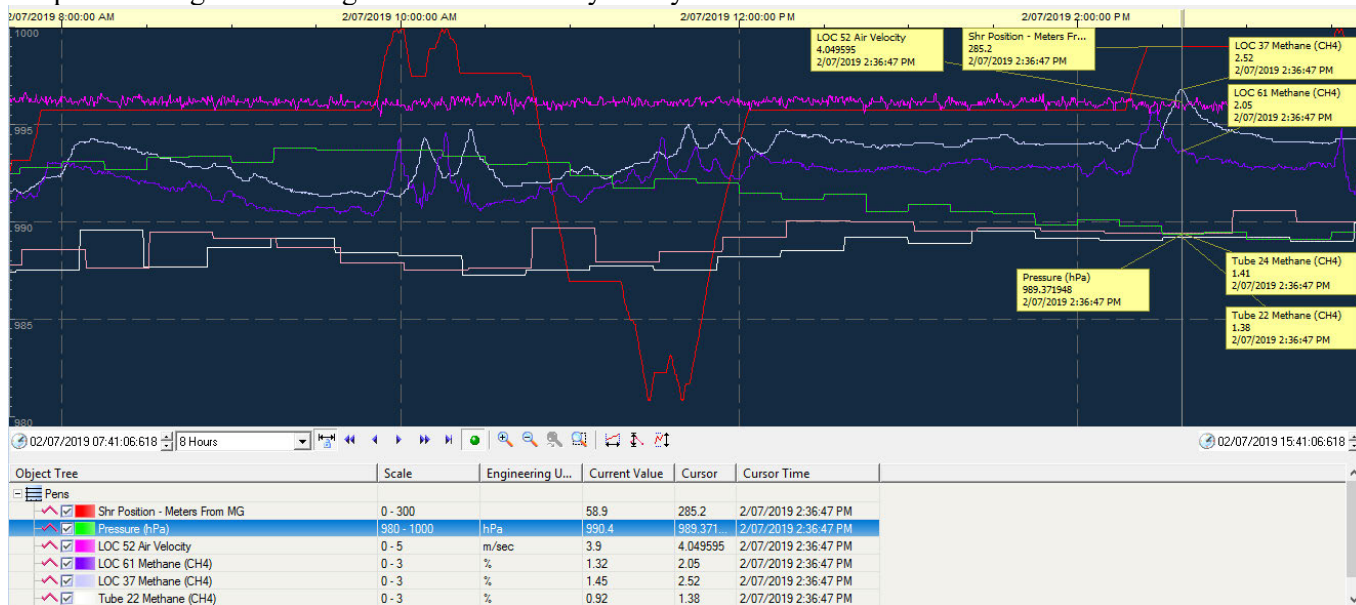
SECTION 6: DETAILS OF THE EVENT		
NOTE Information provided in this section includes the "Primary Information" required by s.198(3) of the Act		
CONCISE DESCRIPTION OF THE NATURE OF THE EVENT (put all other information in the "Other information/details" field below)		
The LW103 Shearer was Cutting from MG to TG, at 2:26pm, shearer was stopped at shield #140 when the Inbye TG CH4 sensor reached 2.34% CH4. Prior to the event the shearer was paused at shield #115 by the CH4 control system for a period of 2hours and 12minutes. At 2:36pm, outbye sensor peaked at 2.52%		
DATE: 2/07/2019	TIME 2:36pm	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(S) OF ANYONE WHO SAW THE INCIDENT OR WERE PRESENT AT THE TIME AND IF NO WITNESSES, NAME OF PERSON FINDING THE INCIDENT	NAME	EMPLOYER (contractor where applicable)
	Adam Maggs	Anglo American Grosvenor (ERZ Controller)

OTHER INFORMATION/DETAIL:

Graphs showing Gas readings in the TG roadway Inbye Sensor



Graphs showing Gas readings in the TG roadway Outbye Sensor



After the event, production was halted until gas levels had reduced to acceptable levels. Once the TG shields had been advanced, the TG CH4 sensors were replaced and calibrated to ensure accurate and reliable readings.