

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: 21/04/2020
<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: 1:04pm	Date: 21/04/2020
Made To: Stephen Woods	Time: 2:47pm	Date: 21/04/2020
Made To:	Time:	Date Click here to enter a date.

SECTION 2: SERIOUS ACCIDENT		
Is this a SERIOUS ACCIDENT:	NO	
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		
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"/>	<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		
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: 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 <i>(put all other information in the "Other information/details" field below)</i>						
At 12:58am LW104 had an exceedance of >2.5% on the S243A Sensor on #149. Shearer was at #118 heading into TG. CH4 peaked at 3.08% at 01:04am. The 400m sensor in the TG reached a peak of 1.48% at 1:08am. At the time the goaf was hanging up in TG roadway approximately 20-25m. The goaf was sitting back approx. 5m from back of 149#.						
DATE: 21/04/2020	TIME: 12:58am	LOCATION: LW104 TG S243A Sensor TG Shield				
EQUIPMENT INVOLVED: LW104		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						
NAMES OF ANYONE WHO SAW THE INCIDENT OR WERE PRESENT AT THE TIME AND IF NO		NAME		EMPLOYER (contractor where applicable)		
		Adam Maggs		Anglo American Grosvenor (ERZ Controller)		

WITNESSES, NAME OF PERSON FINDING THE INCIDENT

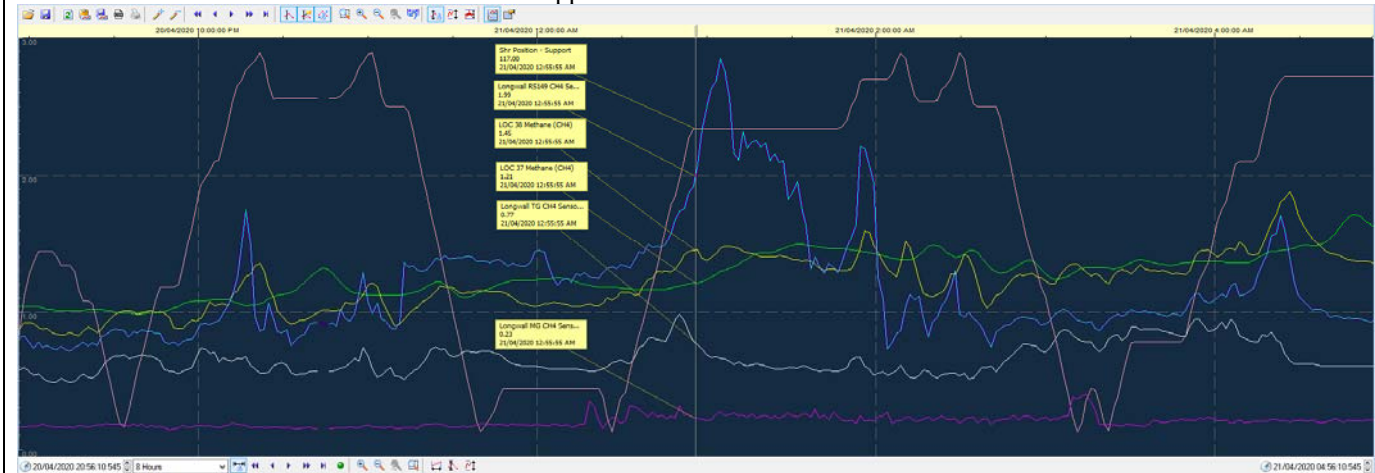
OTHER INFORMATION/DETAIL:

Shearer Activity:
 At 12:55am the Shearer was cutting from MG towards TG and was stopped at 118 shield when a gas exceedance tripped the AFC and Shearer. The exceedance time above 2.5% was approximately 9 minutes with a maximum value of 3.08%.

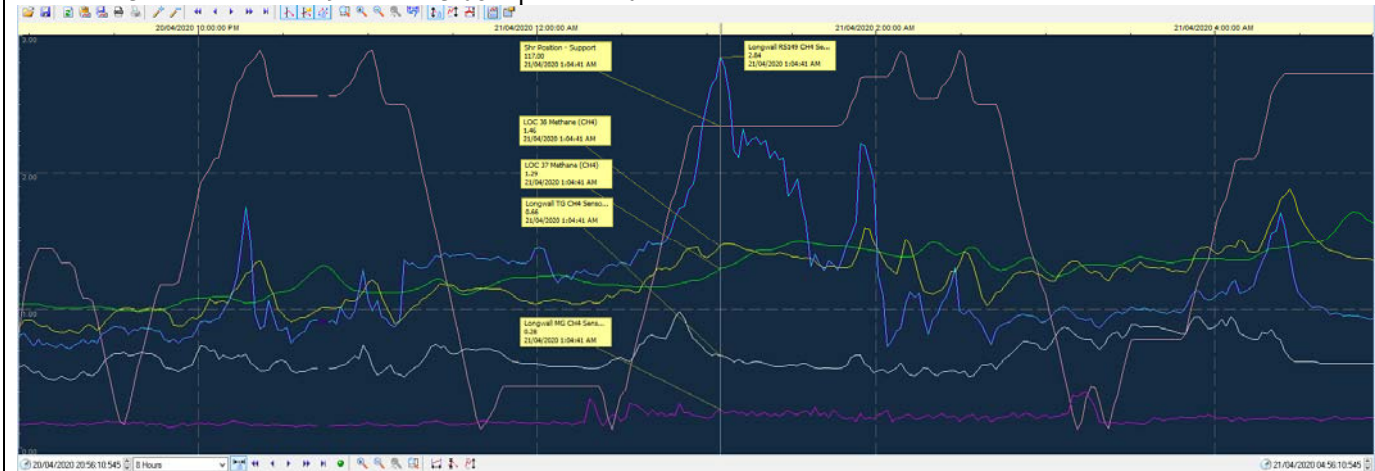
- TG CH4 Sensor Reading:**
- TG S243A Sensor (on Shield #149) - Peak Value: 3.08% CH4, Time of Peak Value: 1:04am Duration over 2.5%: 9min
 - TG Inbye Sensor - Peak Value: 1.48% CH4, Time of Peak Value: 1:08am, Duration over 2.5%: 0sec
 - TG Outbye Sensor reading (25 mins later) - Peak Value: 1.49% CH4, Time of Peak Value 1:32am, Duration over 2.5%: 0sec

Gas Trend Graphs

Section243A Sensor on #149 reached 2% and tripped Shearer and AFC at 12:55am



Section243A Sensor on #149 reached 3.08% peak at 1:04am



The 400m sensor in the TG reached a peak of 1.48% at 1:08am.

