

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: 11/07/2019
<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: 7:44am	Date: 11/07/2019
Made To: Stephen Woods	Time: 7:42am	Date: 11/07/2019
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

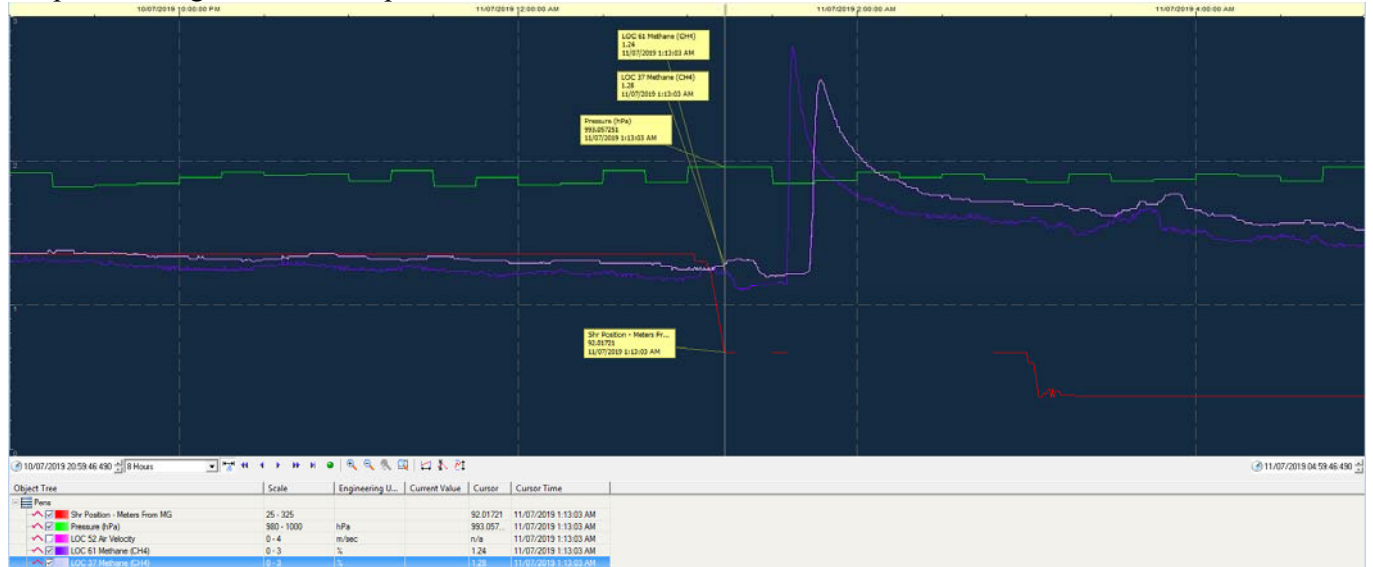
SECTION 4: NON PRESCRIBED HPI OR NON REPORTABLE INCIDENT NRI	
NON PRESCRIBED HPI <input type="checkbox"/>	Where a "match" cannot be made to the Schedule 1C but the event is a HPI as defined by CMSHA section 17
NON REPORTABLE INCIDENT (NRI) <input type="checkbox"/>	Where the incident is significant and 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
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)				

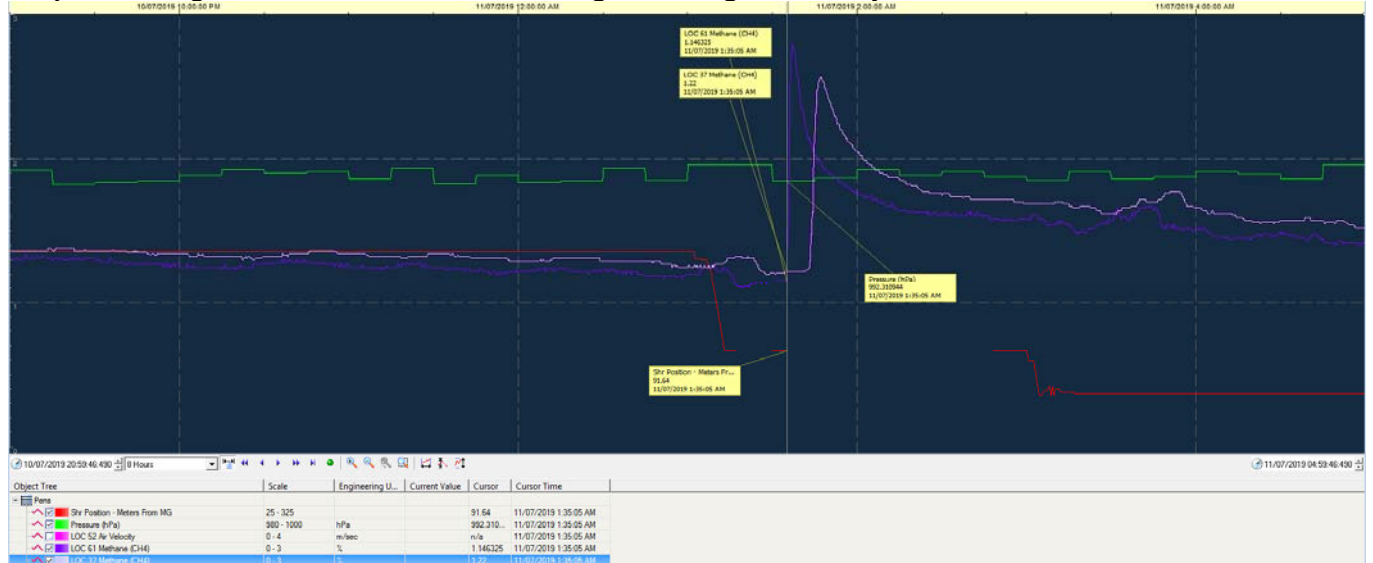
SECTION 6: DETAILS OF THE EVENT	
NOTE Information provided in this section includes the "Primary Information" required by s.198(3) of the Act	
CONCISE DESCRIPTION OF THE NATURE OF THE EVENT (put all other information in the "Other information/details" field below)	
<p>The Longwall was down at time of event with an electrical issue when gas readings on TG drive monitor started to rise and tripped power to face. TG 103 inbye sensor recorded at peak reading of 2.79% CH4 at 1:37am. and the outbye sensor peaked at 2.55% CH4 at 1:46am. Upon inspection of face a floor blower in-between 55 and 56 # towards back of shields was observed (shearer parked at 45#)</p> <p>Prior to the event the LW103 Shearer was Cutting from TG to MG and had been down since 1:13am with no production activities or shield movements taking place at the time of the event.</p>	
DATE: 11/07/2019	TIME 1:36am
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:		

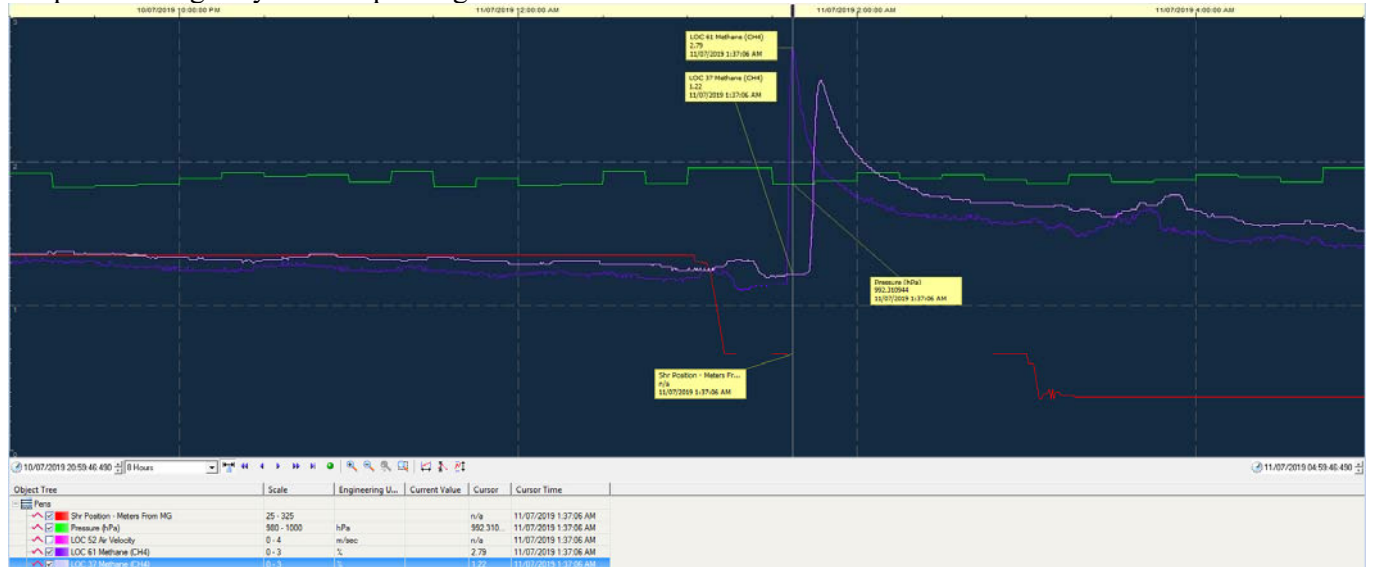
Graphs showing Shearer on stop at shield #45 as of 1:13am



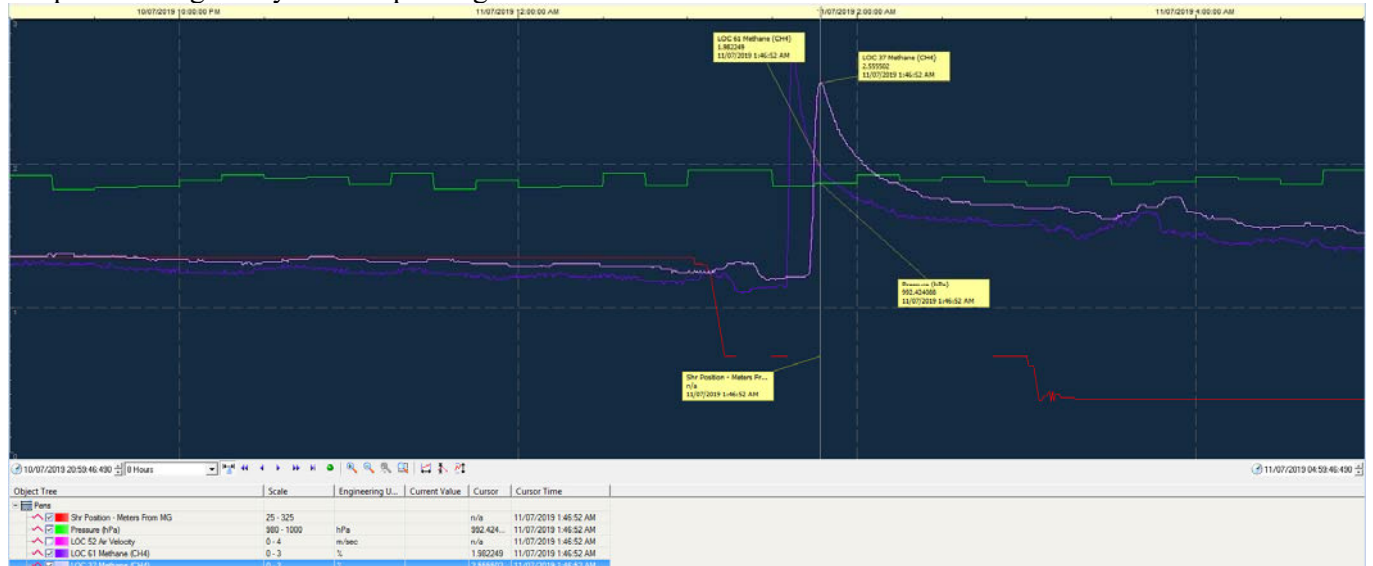
Graphs showing the start of the event and reading increasing at the inbye sensor at 1:35am



Graphs showing Inbye sensor peaking at 2.79% CH4 at 1:37am



Graphs showing Outbye sensor peaking at 2.55% CH4 at 1:46am



Graph showing time that the CH4 sensors in the TG were reading greater than 2.5% CH4
 Inbye Sensor greater than 2.5% for 3min
 Outbye Sensor greater than 2.5% for 2min

