

## 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: 23/04/2020</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: Keith Brennan	Time: 4:41pm	Date: 22/04/2020
Made To: Stephen Woods	Time: 4:53pm	Date: 22/04/2020
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		
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							
<b>CONCISE DESCRIPTION OF THE NATURE OF THE EVENT</b> <i>(put all other information in the "Other information/details" field below)</i>							
At 11:06pm the Shearer had cut out the TG and was heading back toward the MG and was stopped at shield 144 when a gas exceedance tripped the AFC and Shearer. The sensor on the TG shield canopy exceeded 2% CH4 and peaked at 5.04% The exceedance time above 2.5% was 10min.							
DATE: 21/04/2020	TIME 11:06pm	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:

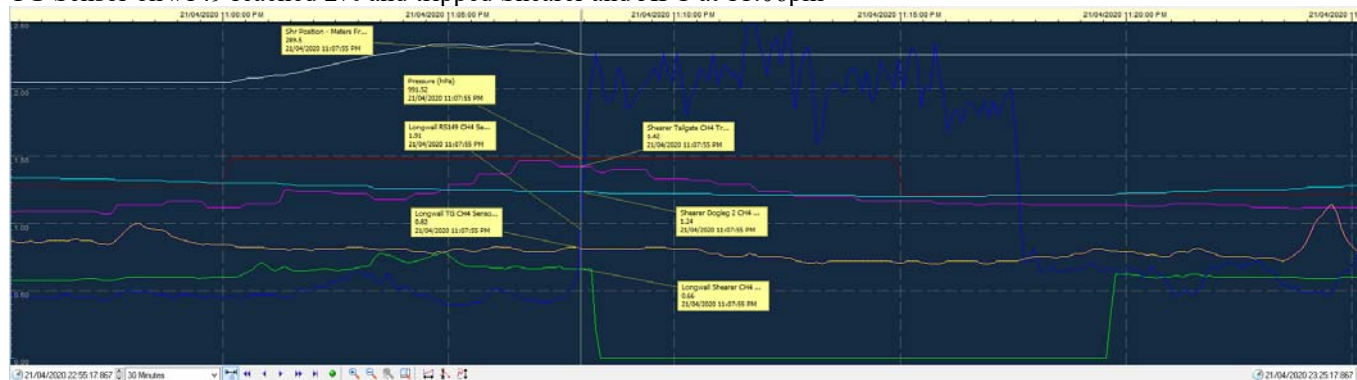
At 11:06pm the Shearer had cut out the TG and was heading back toward the MG and was stopped at shield 144 when a gas exceedance tripped the AFC and Shearer.

### TG CH4 Sensor Reading:

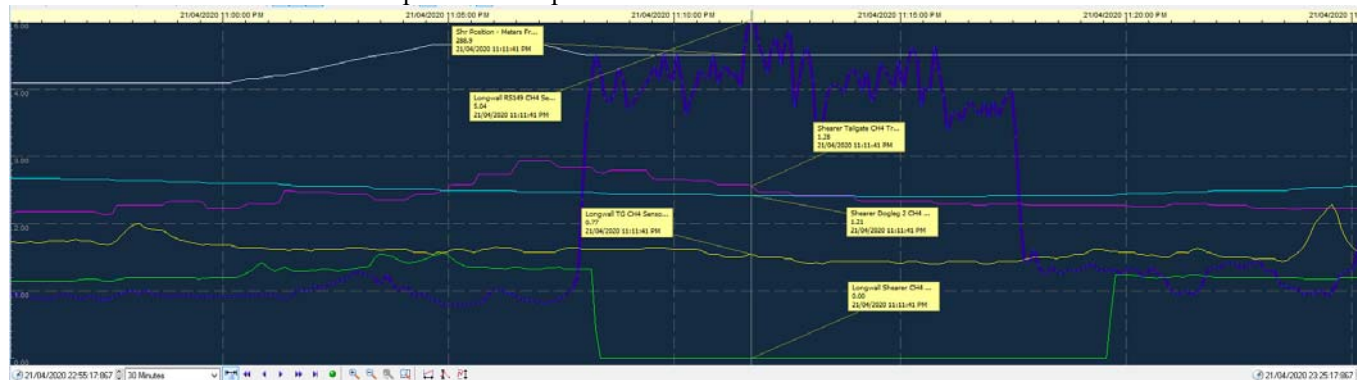
- TG Sensor (on Shield #149) - Peak Value: 5.04% CH4, Time of Peak Value: 11:11pm Duration over 2.5%: 10min
- TG Inbye Sensor - Peak Value: 1.47% CH4, Time of Peak Value: 11:06am, Duration over 2.5%: 0sec
- TG Outbye Sensor reading (25 mins later) - Peak Value: 1.38% CH4, Time of Peak Value 11:31pm, Duration over 2.5%: 0sec

### Gas Trend Graphs

TG Sensor on #149 reached 2% and tripped Shearer and AFC at 11:06pm



TG Sensor on #149 reached 5.04% peak at 11:11pm



The 400m sensor in the TG reached a peak of 1.6% at 1:08pm.

