

PLEASE DO NOT REFORMAT THIS FORM

<i>MINES INSPECTORATE VERSION 11 November 2017</i>	<i>NOTICE OF CONFIRMATION TO THE MINES INSPECTORATE OF A COAL MINE HIGH POTENTIAL INCIDENT, SERIOUS ACCIDENT OR DISEASE</i>
MINE: Grosvenor	DATE: 16/07/2019
<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>	
<i>NOTE: * Notice required within 48 hours or 24 hours in the case of a fatality: ** Also serves to report "Non-Reportable Incidents"</i>	

SECTION 1: INITIAL ORAL REPORT		
Made By: Wouter Niehaus	Company Position: UMM	Phone: [REDACTED]
Made To: Keith Brennan	Time: 3:21pm	Date: 15/07/2019
Made To: Stephen Woods	Time: 3:27pm	Date: 15/07/2019
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	
<u>SCHEDULE 1C</u> 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.
<u>SCHEDULE 2 Part 1</u> Act 200(1)	Choose an item. Must not interfere with site without inspectorate permission
<u>SCHEDULE 2 Part 2</u> Act 201(1c)	Choose an item. Investigation Report to an inspector within 1 month.
NOTE 1:	<i>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</i>

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	<i>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"</i>

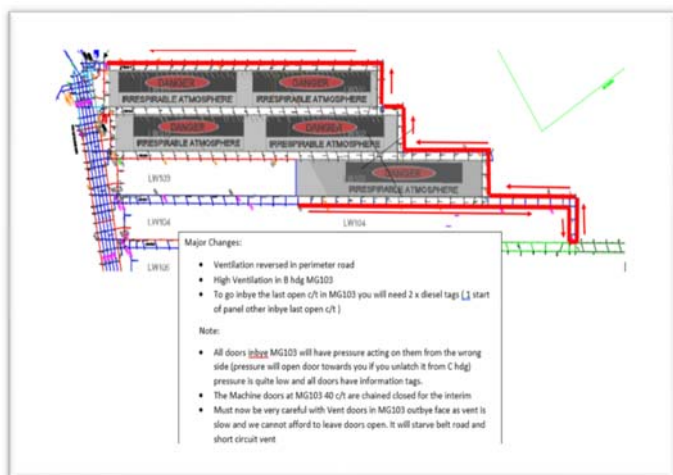
SECTION 5: REPORTABLE DISEASE SCHEDULE 1						
Chronic obstructive pulmonary disease <input type="checkbox"/>	coal workers' pneumoconiosis <input type="checkbox"/>	legionellosis <input type="checkbox"/>	silicosis <input type="checkbox"/>	Other		
NOTE 1 <i>To be reportable, the disease must have been 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 <i>Information provided in this section includes the "Primary Information" required by s.198(3) of the Act</i>
CONCISE DESCRIPTION OF THE NATURE OF THE EVENT <i>(put all other information in the "Other information/details" field below)</i>
<p>In order to reduce the intake Methane to the LW face and Return a Ventilation change was completed on the 15th of July. The primary objective of the change was to reverse the ventilation direction of the perimeter roadway as this ventilation circuit was introducing methane levels of 0.3% to 0.4% into the intake of the LW.</p> <p>To complete the change, the ventilation quantity of the intake road (MG103 B Hdg) and the LW ventilation circuit had to be increased to allow for the additional air required to change the direction of the airflow inbye of the LW face on the perimeter road.</p> <p>At 1:49pm the first part of the ventilation change was completed and this change increased the quantity of air along the LW face, as well as the differential pressure across the LW face. This change resulted in the goaf fringe being increased and additional gas pulled out at the TG.</p> <p>The inbye TG sensor peaked at 2.5% CH₄, whilst the outbye TG sensor reached a peak reading of 2.71%</p>

DATE: 14/07/2019		TIME 11:25am		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 (<i>contractor where applicable</i>)		
NIL							
NAMES OF ANYONE WHO SAW THE INCIDENT OR WERE PRESENT AT THE TIME AND IF NO WITNESSES, NAME OF PERSON FINDING THE INCIDENT			NAME		EMPLOYER (<i>contractor where applicable</i>)		
			Brad Meldrum		Anglo American Grosvenor (ERZ Controller)		
			Garth Zerner		Anglo American Grosvenor (Ventilation Officer)		
OTHER INFORMATION/DETAIL:							

At the time of the change, all persons were removed from all areas that may have been impacted, all power was removed from inbye areas and production had been stopped two hours prior to the change.

Slide communicated to Crews to show the impacts of the vent change



Graphs showing Inbye sensor peaking at 2.5% CH4 at 1:53pm



Graphs showing Outbye sensor peaking at 2.71% CH4 at 2:08pm



Graph showing the reduction in intake Methane levels on the LW Maingate sensors

