

PLEASE DO NOT REFORMAT THIS FORM

MINES INSPECTORATE VERSION 11 November 2017	NOTICE OF CONFIRMATION TO THE MINES INSPECTORATE OF A COAL MINE HIGH POTENTIAL INCIDENT, SERIOUS ACCIDENT OR DISEASE
MINE: Grosvenor	DATE: 7/04/2020
<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: 4:36pm	Date: 7/04/2020
Made To: Stephen Woods	Time: 4:39pm	Date: 7/04/2020
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:	<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>							
The shearer cutting toward the TG, stopped via automation at approx. 11:09 pm for methane greater than 1.8% registered at the Inbye TG Sensor sensor. 22 Mins after the shearer was stopped at 11:31 pm the out-bye sensor reached 2.5% methane. It then peaked at the 2.56% methane and stayed > 2.5% for a further period of 6 mins.							
DATE: 6/03/2020	TIME 11:31pm	LOCATION: LW104 TG return roadway					
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 <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)		

OTHER INFORMATION/DETAIL:

Shearer Activity:

Shearer was at Shield # 115 Cutting toward TG stopped via automated at approx. 11:09 pm for methane greater than 1.8% registered at the TG Inbye sensor. Once shearer stopped nil chock movement on face occurred.

LW TG Chainage: 4177

TG CH4 Sensor Reading:

- TG Inbye Sensor - Peak Value: 2.12% CH4, Time of Peak Value: 11:10pm, Duration over 2.5%: 0sec
- TG Outbye Sensor – Initial Value > 2.5% at 11:31 pm Peak Value: 2.56% CH4, Time of Peak Value: 11:37pm, Duration over 2.5%: 12 min

Erzc's Inspection of TG:

On inspection of the TG C hdg roadway the panel ERZC found the brattice stoppings in-by of 38 ct not to be of sound nature and bleeding both ventilation and methane via C hdg. On rectification of this it significantly reduced the methane bleeding into C hdg from in-by. The heading was already double bagged however after instructions from the ventilation officer and mine manager the stoppings had pogos installed on the in-by side as well to prevent any influence from suck back after a goaf event.

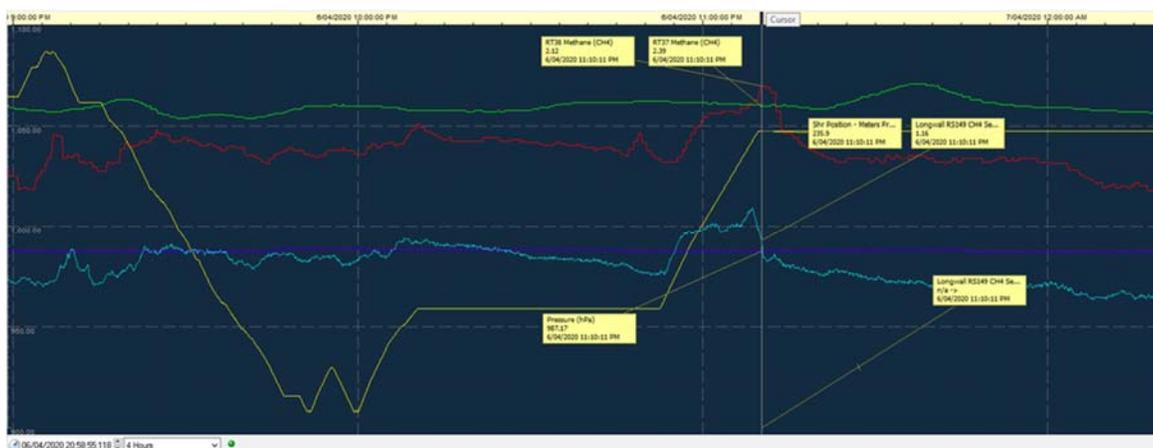
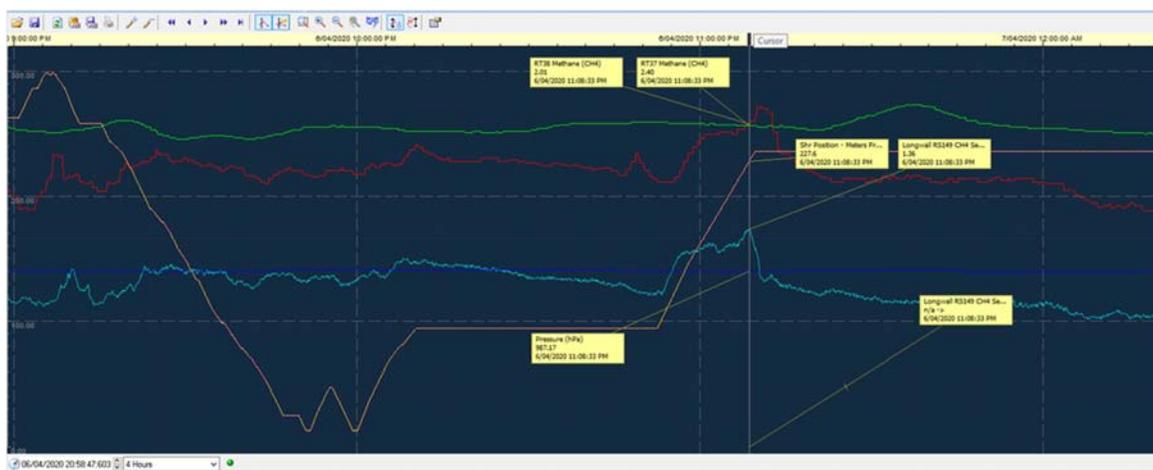
The panel ERZC also reported he had floor blowers at the start of his shift from the mid face to the tail gate giving him a general body reading of approx. 1% methane on his portable gas detector. He said at the time of the exceedance it was roughly 0.8% methane in the general body.

Goaf Drainage Comments:

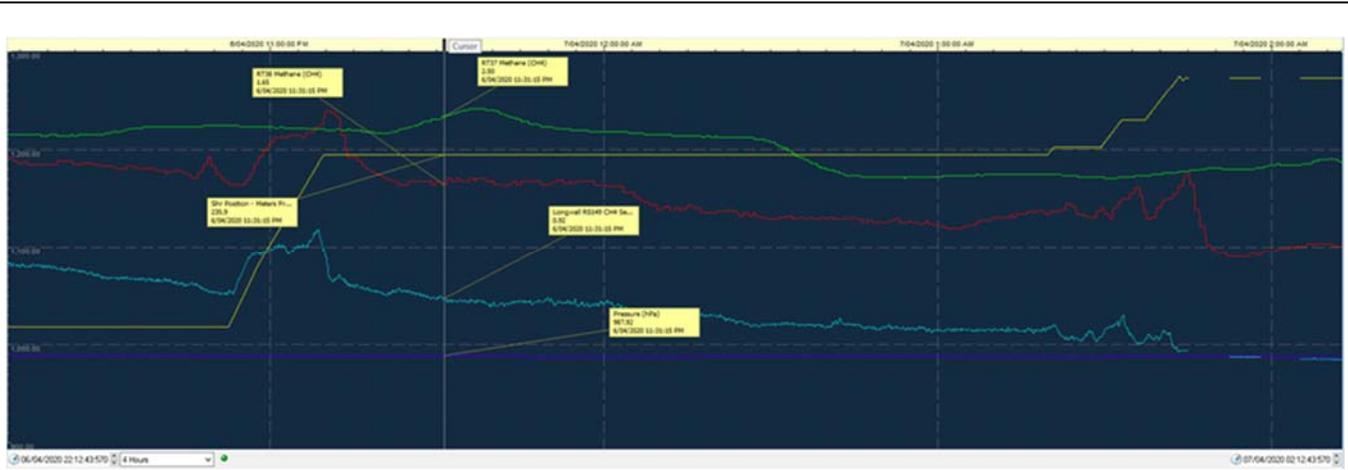
Goaf Drainage as reported by Seam Gas was running at maximum capacity with the only identifiable issue that GRO4V006-1 came online as of 19:00 5/4/20 but so far reporting minimal flow. Its location being 4200 m ch. This is approx. 23 m behind the face.

Gas Trend Graphs

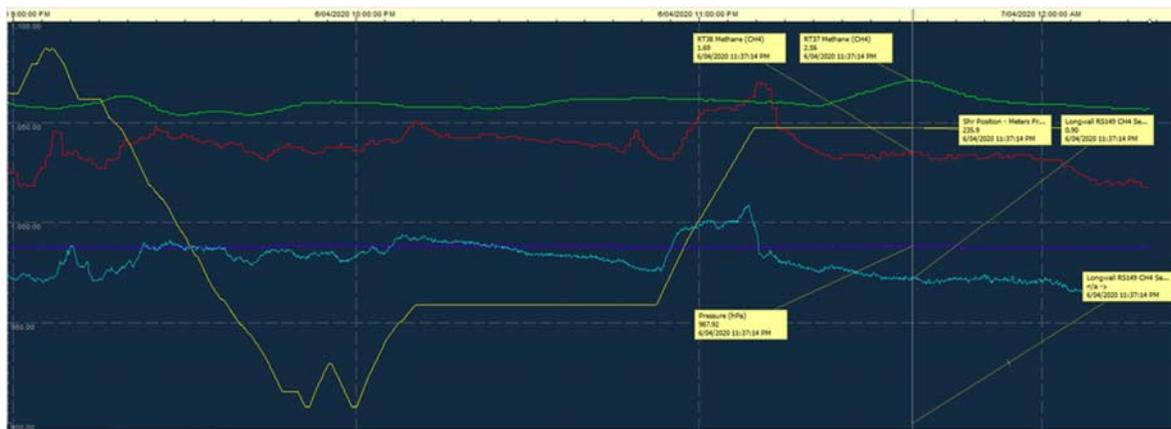
Shearer heading toward TG right before automated halt with TG Inbye sensor. Reading at this stage was 2.01 %. It halts the shearer so it cannot proceed past 115 when methane > 1.8%



TG Inbye sensor peak of 2.12% at 11:10 pm. Shearer stopped via automation on reaching 115rs.



Outbye sensor reached 2.5 % at 11:31 pm



Outbye sensor peaked at 2.56% methane at 11:37 pm.