

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: 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:	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: Tick relevant box above (no further disease information is required on this form)						

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>						
At 2:21pm the Shearer was cutting from MG towards TG and was stopped at 115 shield for approximately 20 minutes when a gas exceedance occurred at the TG104 3-4ct B hdg Outbye return monitor. This was due to additional methane make in the inbye C hdg roadway and the chainage 3960m CH4 sensor recording 2.04% when the shearer stopped at 115 shield as per preset trips when CH4 is greater than 1.8%. The exceedance time above 2.5% was approximately 6 minutes with a maximum value of 2.52%.						
DATE: 7/04/2020	TIME 2:21pm	LOCATION: LW104 TG return roadway 3-4ct B hdg				
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						
		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	Adam Maggs	Anglo American Grosvenor (ERZ Controller)
OTHER INFORMATION/DETAIL:		

Shearer Activity: LW MG Chainage: 4165.3m TG Chainage 4170.6m

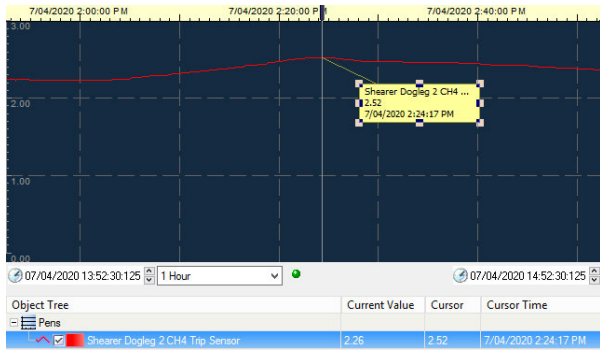
At 2:21pm the Shearer was cutting from MG towards TG and was stopped at 115 shield for approximately 20 minutes when a gas exceedance occurred at the TG104 3-4ct B hdg Outbye return monitor. The exceedance time above 2.5% was approximately 6 minutes with a maximum value of 2.52%.

TG CH4 Sensor Reading:

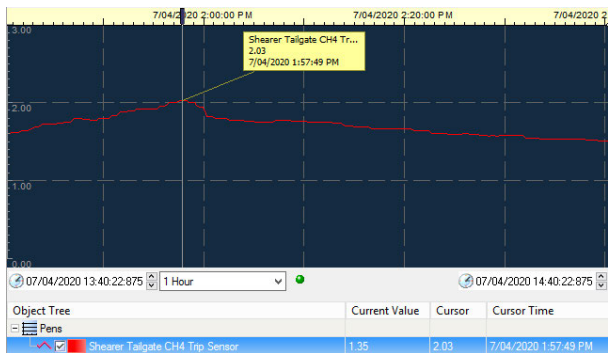
- TG Inbye Sensor - Peak Value: 2.04% CH4, Time of Peak Value: 1.57pm, Duration over 2.5%: 0sec
- TG Outbye Sensor reading (25 mins later) - Peak Value: 2.52% CH4, Time of Peak Value 2.21pm, Duration over 2.5%: approximately 6 minutes

Action taken : VO and UMM informed , ERZ Controller waited for TG104 3-4ct B hdg to fall below 2.5%

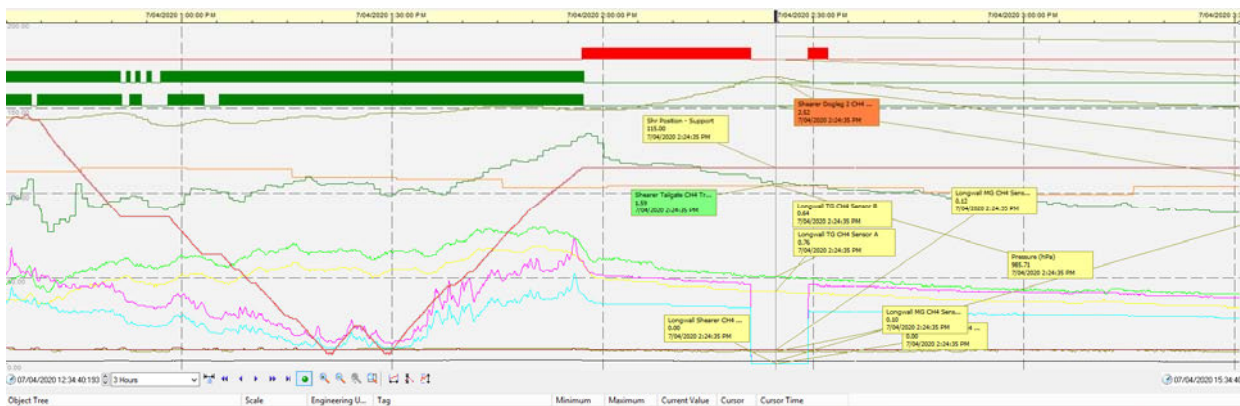
Gas Trend Graphs



TG104 3-4ct outbye Sensor peak event approx. 21 minutes after inbye sensor peak - 1 hour trend



TG104 3960 chainage Sensor peak 21 minutes prior outbye sensor TG104 3-4ct event - 1 hour trend



Combined Gas monitoring with shearer position and shield movement 3 hour trends

Goaf Skid Location Time	11:31p m	Flow Actua l l/s	CH4 % %	CH4 Make l/s	Chainag e	Face Distance From hole
GMS13 GRO4V006		701	80%	561	4200	23.4
GMS07 GRO4M001		970	92%	895	4220	43.4
GMS01 GRO4V005.5		831	52%	428	4225	48.4
GMS08 GRO4V005		786	52%	406	4250	73.4
GMS03 GRO4V004.5		468	47%	220	4275	98.4
GMS02 GRO4V004		879	72%	633	4300	123.4
GMS05 GRO4V003		832	88%	730	4325	148.4
GMS09 GRO4V001		1282	88%	1124	4350	173.4
GMS06 GRO4L002		1228	84%	1036	4355	178.4
Free vent GRO4L003		0	0%	0	4350	173.4
LW TG Chainage	4176.6		Total	6034		

Goaf Drainage holes in operation