



Mine Name	Mine ID	Operator	Activity Type	Region	Activity Date
Grosvenor Coal Mine	M102976	Anglo Coal (Grosvenor nagement) Pty Ltd	Inspection	Central	05/01/2017

Vision: Our Industries Free of Safety and Health Incidents

Mine Record Entry

This report forms part of the Mine Record under s68 of the Coal Mining Safety and Health Act 1999. It must be placed in the Mine Record and displayed on Safety Notice Boards.

Note that inspection or audit activities conducted by the Mines Inspectorate are based upon sample techniques. It remains the primary responsibility of Mine Personnel to identify hazards, and risks associated with Operations and ensure those risks are at an acceptable level.

Site Safety & Health Reps Consulted: Mr Jason Horne

Today the 5th January 2017, Department of Natural Resources and Mines Inspector Keith Brennan travelled to Grosvenor Underground operations to inspect the location of a recent High Potential Incident and to provide a presentation to coal mine workers completing night shift, day shift bull gang and afternoon shift.

Prior to the presentations, I had a meeting with SSE/UMM Wayne Bull and HSE Manager David Lawrence where I provided an overview of the power point presentation.

The power point presentation highlighted the last quarter of 2016 High Potential Incidents (HPIs). I highlighted the concerns of the inspectorate to the frequency of the following HPIs.

- Six Cable Incidents - High Potential Incidents. Alarmingly one where a shuttle car cable was torn in half!
- An electric shock?
- A failure of explosion protected equipment
- Fire — The location of the fire was in a low potential area of the mine, a fire underground is unacceptable

LW 101 Tripper Drive 8c/t 12/06/2016). How is fire anywhere let alone here Low Potential Area?

- The significance of the above High Potential Incidents are they are all potential ignition sources!
- Potential High Pressure Injection
- Collisions x 3
- Two Serious Injuries requiring CMW hospitalisation

NO INDICATION OF TYPE/SCALE OF INJURIES or HOW INJURIES OCCURRED EXCEPT REFERENCE

TO DRILLING RELATED BELOW

- How many High Potential Hazards (HPHs) have occurred on-site in this period

THE ANSWER TO THIS QUESTION NOT PROVIDED

- HPHs are Not Reported to the Inspectorate

HOW MANY HPH's NOT REPORTED TO INSPECTORATE BY GROSVENOR MINE?

WHAT TYPE OF HPH's (HPI's) ARE NOT BEING REPORTED, METHANE?

At the conclusion of the night shift presentation a question from the floor enquired if there were any similarities across industry with HPIs occurring at Grosvenor? I responded there has been numerous drilling related HPIs, a number of coal mine workers received injuries requiring hospitalisation following the drilling related HPIs.

INJURIES TO COAL MINE WORKERS REQUIRING HOSPITALISATION FROM NUMEROUS DRILL RIG INCIDENTS.

WHAT HAVE DNRME, COAL MINE OPERATORS and OEM's TO ADDRESS NUMEROUS INJURIES?

IS DESIGN OF DRILL RIGS LESS THAN ADEQUATE, (PINCH POINTS etc)?

At the completion of the BULL Gang presentation SSE/UMM Wayne Bull suggested we travel to 103 Maingate to inspect the location of the most recent HPI. Prior to travelling underground I reviewed the Night Shift 103 Maingate Statutory Report. The statutory report was comprehensive, the report recorded encapsulation pull tests had been completed 18ct, frictional ignition checks completed.

Level 2 Heat T.A.R.P. was recorded B heading overdrive Stub <0.3m/s, Strata Management Plan 18ct B to C heading referenced. I requested a copy of the SMA 2016 - 155. The SMA provided a concise description of Geological/Geotechnical conditions expected in the cutthrough, Monitoring Data including support requirements, a service drop hole was marked to be intersected. The report also noted centre-line cracking was occurring, tell tales 5242 and 5243 were recorded.

B Hdg OVERDRIVE < 0.3m/s. LESS THAN LEGAL MINIMUM.

HEAT TARP LEVEL 2. NOT SURPRISING MIDDLE OF SUMMER LITTLE AIR MOVEMENT

NO MENTION IF B hdg OVERDRIVE HAS BEEN NO-ROADED TO PREVENT WORKERS ENTERING

I enquired of Compliance Manager Les Marlborough if a Holing Procedure was available? I was provided a copy. In the control room I read the previous shift gas alarm log noting CO alarms 5.12 - 5.39ppm had been recorded 103 Maingate - acknowledged, diesel powered loaders source.

Underground 103 Mainqate Inspection:-

In the company of SSE/UMM Wayne Bull, Undermanager Richard Whatman, SSHR Jason Horne and Shift Electrical Superintendent Shane Steven we travelled to Maingate 103 panel. On arrival at the cribb room, I read the intersection surface to seam borehole BIN 18112016GSM-BH19 - open Hole/dipped. SSHR Shane Steven explained how the ACOM board was used and the actions required under Level 2 Heat T.A.R.P.

I was able to obtain a copy of the current Strata Control Trigger Action Response Plan (T.A.R.P.) GRO-6597-TARP-GATEROAD DEVELOPMENT - HEADINGS from a folder attached to the inbye rib. Roof Deformation - Level 3 Code Red item 2. Inability to support roof off the Continuous Miner as a result of significant delamination, the T.A.R.P. also detailed the actions required.

We obtained permission from the section Deputy to access B heading ED25 Continuous Miner. (Holing was in Compliance with SWI - Holing Procedure). The miner was parked up in C heading overdrive, SSE/UMM Wayne Bull provided an explanation of the activities by coal mine workers on the 28th December 2016 when a coal mine worker received serious injuries.

FROM THE HPI NOTIFICATION

Installing a Mega Bolt on the right side of the CM to add additional support to a 1.5m cavity in the roof. Coal Mine Worker's Left foot became jammed between the drill pod and the valve bank of the CM. On site first aid was administered and Penthrane was administered by the ERZ Controller at the scene.

Please also find attached written notification of the serious accident and also the strata response TARP as requested. Level 3 / Code Red TARP states to cease mining and form SMRT in the event that "Inability to support roof off the Continuous Miner as a result of significant delamination." We will obviously conduct a full investigation and keep you informed.

During my inspection SSE/UMM Wayne Bull provided an extensive explanation of the current roof support installation. On entry to 18ct B - C heading a cavity >1.5m had been supported using a QDS bolter, inbye of the cavity I observed the surface to seam service hole. Coal mine workers were grouting recently installed 8 metre Mega Bolts. Weighting was evident with the 8 metre roof plates deforming. I read the Tell Tale recordings noting lower roof

movement of >55mm had occurred since 2:00pm 3rd January 2017.

2

Coal Mine Workers pumping the mega bolts were questions with regard their understanding of T.A.R.P. mm of roof delamination? The workers had a high level of understanding of T.A.R.P. triggers.

Close Out Meeting:-

A close out meeting was held with SSE/UMM Wayne Bull, Compliance Superintendent Les Marlborough and HSE Manager David Lawrence. We discussed the content and responses from the earlier presentations to night shift and day shift bull gang.

NO COMMENTS REGARDING THE HPI and INJURED WORKER HE WENT OUT FOR

I enquired if Grosvenor had a inexperienced coal mine worker procedure. HSE Manager David Lawrence provided a copy of the following:-

- Grosvenor Coal Mine - PRO - Personnel On-Boarding
- Grosvenor Coal Mine TAS - Inexperienced Mine Worker. The document is essentially an assessment document for inexperienced coal mine workers.
- GRV Letter of Acknowledgement as Mentor for inexperienced coal mine workers, and
- A sample of Anglo American UG operations Training Log Book

At the completion of the meeting, I presented the Power Point presentation to the Afternoon Shift.

GROSVENOR MINE HPI'S

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CLOSE OUT MEETING

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Keith Brennan
Inspector of Mines
Central Region

