

# MEDIA STATEMENT

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## 11 SHAFT UPDATE

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*(Statement 11 of 11 issued by Implats following the Impala Rustenburg 11 Shaft accident on 27 November 2023. Visit our [website](#) for previous statements)*

**Johannesburg, 29 February 2024** — Implats' safety performance for the period under review was dominated by the tragic event at 11 Shaft on Monday, 27 November 2023, when an accident involving a personnel conveyance occurred. In total, 13 employees tragically lost their lives and an additional 73 employees were injured, several of whom are receiving ongoing rehabilitation, care and support from the Company. Our hearts remain heavy for the lives lost and the individuals affected by this devastating accident.

The board of directors and the management team have extended their heartfelt condolences to the families of our late colleagues and the Group offers ongoing support to their families through the comprehensive Implats We Care programme.

During December 2023, the 11 Shaft in-loco inspection was conducted and Implats received the associated instructions from the Department of Mineral Resources and Energy (DMRE). The 11 Shaft site was returned to Implats to proceed with further investigations, and to begin the necessary repairs to the damaged infrastructure — under the direction of the DMRE.

In January 2024, Implats' subsidiary, Impala Platinum Limited, submitted its investigation report to the DMRE, in terms of section 11(5)(e) of the Mine Health and Safety Act, which paves the way for the DMRE to initiate formal proceedings relating to the accident, possibly during 2024. The formal proceedings are expected to take several months to complete.

In parallel, Implats is conducting its own investigations, which will draw on observations and findings from the regulated investigation, but also explore potential interventions to further enhance the safe operation of all conveyance systems across the Group. The investigations are regulated by internal, industry and regulatory protocols and procedures. Once concluded, the relevant learnings from these investigations will be shared with the regulator and industry stakeholders.

Permission to use the rock winder at 11 Shaft was granted by the DMRE on 9 January 2024, with personnel access to underground workings authorised through the adjacent 11C Shaft infrastructure. Consequently, 11 Shaft mining crews were systematically re-mobilised during January 2024, with surplus labour deployed across the broader Rustenburg asset base. Mining volumes were ramped up to circa 60% of production capacity by the end of January.

In late February, the Group completed infrastructure repairs, and the DMRE lifted the Section 54 notice at 11 Shaft and issued the man winder licence. A build-up to full production capacity is currently targeted for April 2024.

All mining operations at Impala Rustenburg were halted during the week of the accident and again for the evening shift on 5 December 2023, as well as the morning shift on 6 December 2023, to facilitate attendance at the memorial service for our colleagues who passed away.

## **SAFETY**

Prior to the 11 Shaft tragedy, the Group began implementing a targeted approach to effect sustainable risk reduction and deliver a step-change in its safety performance to achieve the industry target of zero harm, to which it is pledged and fully committed. While the Group employs leading practices related to falls-of-ground, has embedded critical controls and has intensified employee engagement on safety, a Group-wide safety summit in the period identified areas for improvement.

An accelerated focus will be placed on risk identification, critical control verification, agile technology adoption, improved risk-based on-the-job training and frontline coaching, and an unswerving approach to visible leadership to address mindsets and behaviours and drive a culture of accountability and safety adherence.

The 11 Shaft accident marked a material retracement in the steadily improving safety record all Group operations worked so hard to achieve. The mechanisms used to operate personnel conveyance systems, and the safety protocols involved in arresting falls in such systems, are known to be safe and are used in mining operations globally, highlighting the uncommon and tragic nature of this accident.

Due to the magnitude of the 11 Shaft tragedy, most Group reported safety metrics deteriorated significantly during the period. The Group's fatal-injury frequency rate worsened to 0.209 per million man-hours worked (H1 FY2023: 0.032). The lost-time injury frequency rate (LTIFR) retraced 15% to 4.65 per million man-hours worked (H1 FY2023: 4.05). The Group recorded a 1% improvement in the total injury frequency rate to 9.05 (H1 FY2023: 9.16).

Safety remains our foremost priority. We aspire to eliminate harm to the health and safety of our employees and contractors, and we are devastated by the events in the period.

## **Ends**

Click [here](#) to access the full announcement.

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