

1 JULY 2017 – 30 SEPTEMBER 2017

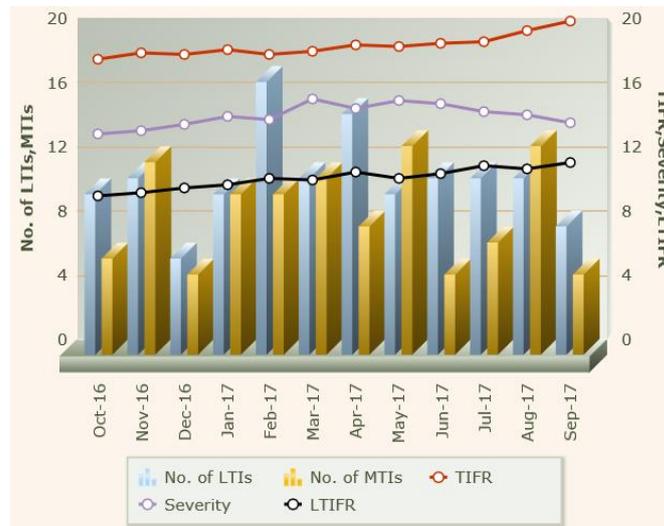


Figure 1. Trends in Lost Time Injuries (LTIs), Medical Treatment Injuries (MTIs), Total Incident Frequency Rate (TIFR), Severity and Lost Time Injury Frequency Rates (LTIFR).

The lost time incident frequency rate has climbed steadily. Severity, (average days lost per lost time injury) exhibited a rise to March 2017 and then has begun to fall again to September 2017. There was a peak of lost time injuries in February 2017 but these are showing a decline to September 2017. There was a peak of medical treatment injuries in May 2017 and another peak in August 2017 however, these tend to fluctuate throughout the year. The total injury frequency rate has increased from 17 to 20 injuries per million hours worked in the last 12 months.

CRITICAL RISK AREA ANALYSIS

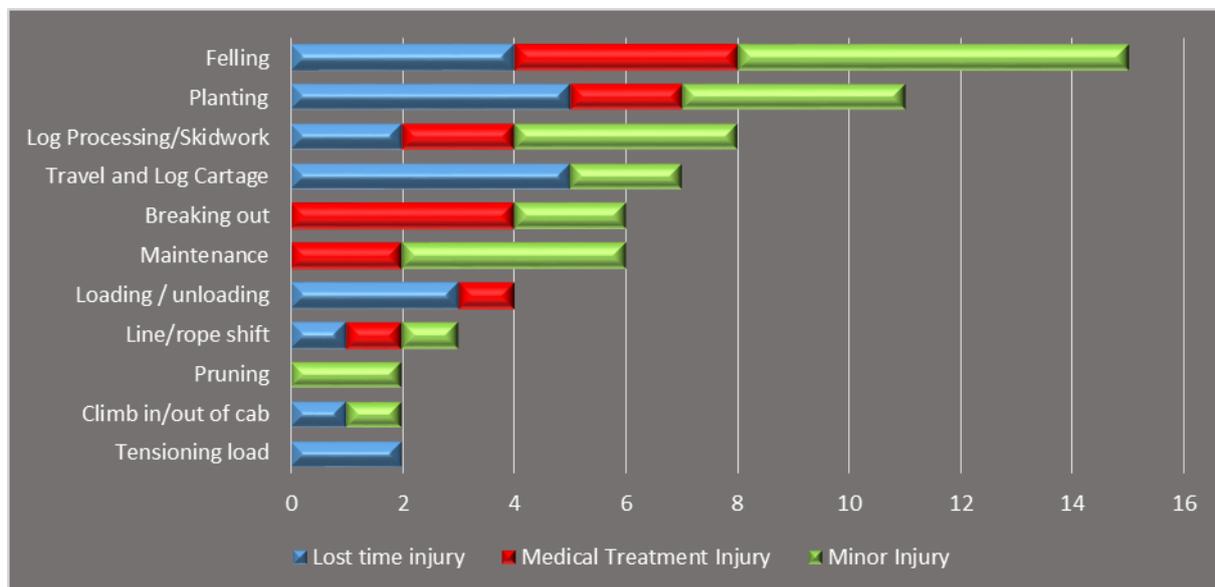


Figure 2. Critical Risk Area Summary

The critical risk area with the highest number of incidents was felling followed by planting. Lost time felling injuries - two were the result of being hit by debris that was dislodged by the falling tree and two were the result of slipping or tripping over. There were five lost time planting injuries – four were the result of slipping or tripping on debris (two dislocations - shoulder and knee, a sprained knee and one cut head) and one injury was a slow onset overuse injury (wrist became swollen and sore). There were five lost time travel and log cartage related injuries. Two injuries were sustained in vehicle accidents where the truck either collided with another road user or rolled off the road edge trying to avoid another vehicle. One injury was when the truck driver fell off the edge of the road while removing windblown debris in his path, one driver tripped and fell while walking around the truck and one slid off an icy road while moving an excavator based harvester.

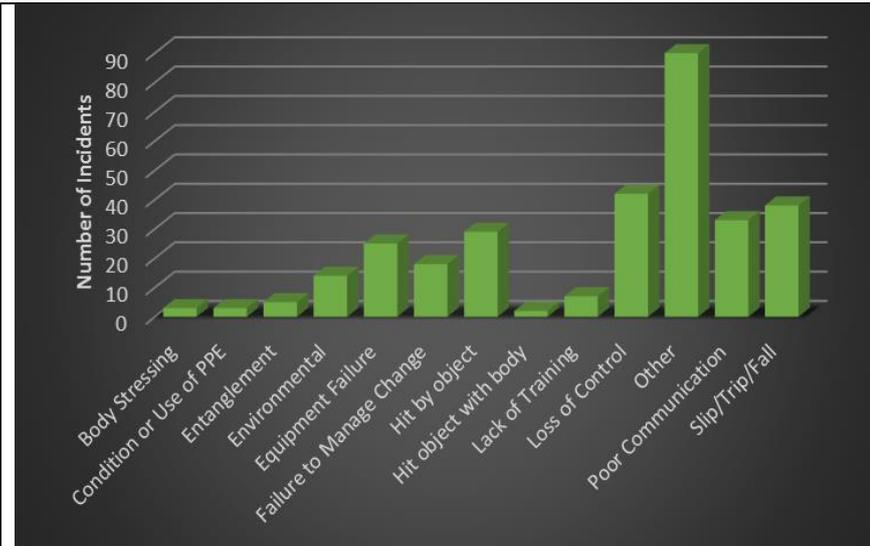


Figure 3. Recorded Incident Cause

The largest number of reported incidents (90) were categorised as “Other” and 24 were travel related, mostly reports of road damage, missing signs and vehicle incidents such as backing into banks and livestock on the road. Under the “Loss of Control” cause category most (10) were log cartage incidents related to the trailer getting into the water table and tipping over or the truck backing into an object like a log or gate. There were 9 loading incidents where “Loss of Control” was identified and most were the result of dropping a log from the grapple. There were 38 incidents caused by “Slip/Trip/Fall” events. Most (22) incidents were the result of simply tripping over debris on the ground and 9 incidents were falling while climbing into or out of machinery.

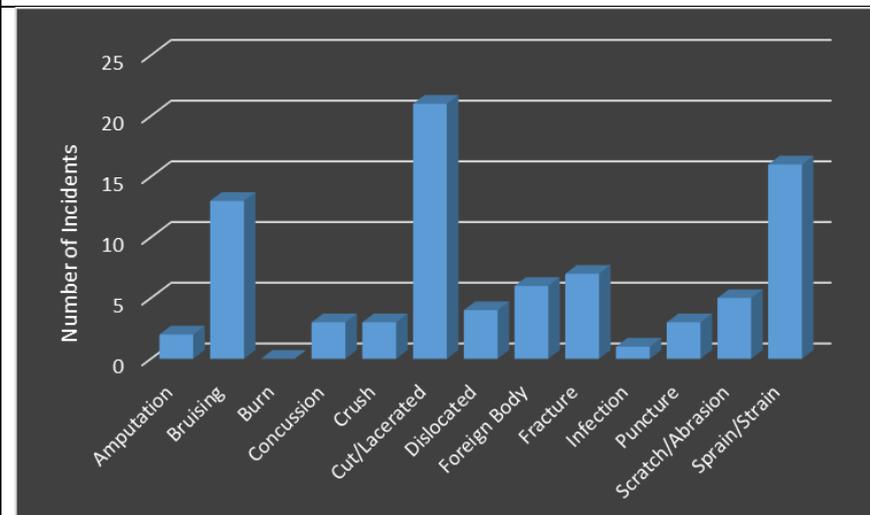


Figure 4. Recorded Injury Type

‘Cuts/Lacerations’ were the most common injury with most (8) being due to falling and landing on the chainsaw. Other common causes of ‘Cut/Laceration’ injuries were being hit by broken sticks, maintaining equipment and one incident of being hit in the face with a wedge. ‘Sprain/Strain’ injuries were the second most common injury type. The majority (13) were simply the result of walking on difficult terrain – stepped in a hole, slipped on a rock or slipped on a log. These were mostly injuries to the ankles and knees. There were three injuries resulting from manual handling when people were moving heavy loads like blocks in cable harvesting operations or throwing chains over loads of logs.

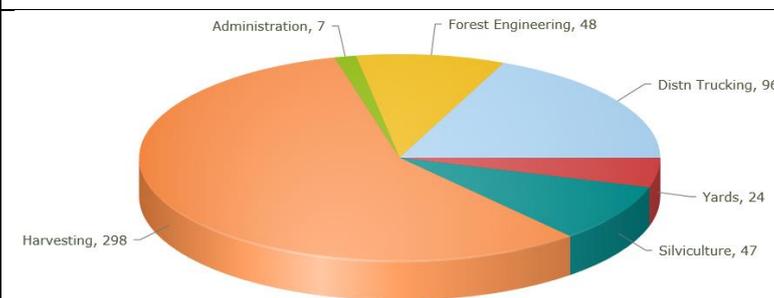


Figure 5. Total Incidents By Operation



Figure 6. Severity – Lost Time

Most reported incidents occurred during harvesting followed by trucking, forest engineering and silviculture.

The average number of days lost per injury was 7. The number of days lost ranged from one to 24 days.

POOR COMMUNICATION

There were 33 recorded near hit incidents reported where poor communication was evident. These events could have escalated to serious injuries. Eight of the incidents were during travel and are detailed below. The remainder of incidents were spread between felling, extraction, skid work and loading.

Neighbour entered harvesting area without notifying harvesting crew or forest managers. He entered while crew was having smoko break.
Truck driver drove into the loader 6m exclusion zone during dark hours. Did not gauge distance correctly and gave loader operator a fright. Radio hand piece was not working.
Met empty logging truck not using correct radio channel coming into the forest.
Met loaded log truck between markers on forest road and his radio was turned off.
Driver left banners down either side of felling zone. He also decided that between banners and inside felling zone was the place to stop and finish chaining down his load.
Putting away logs and turned to the stack and QC was there marking up he didn't call up on radio.
Service truck had a near miss with forest supervisor truck. Service truck found to have no radio at all.

NEAR HIT ANALYSIS

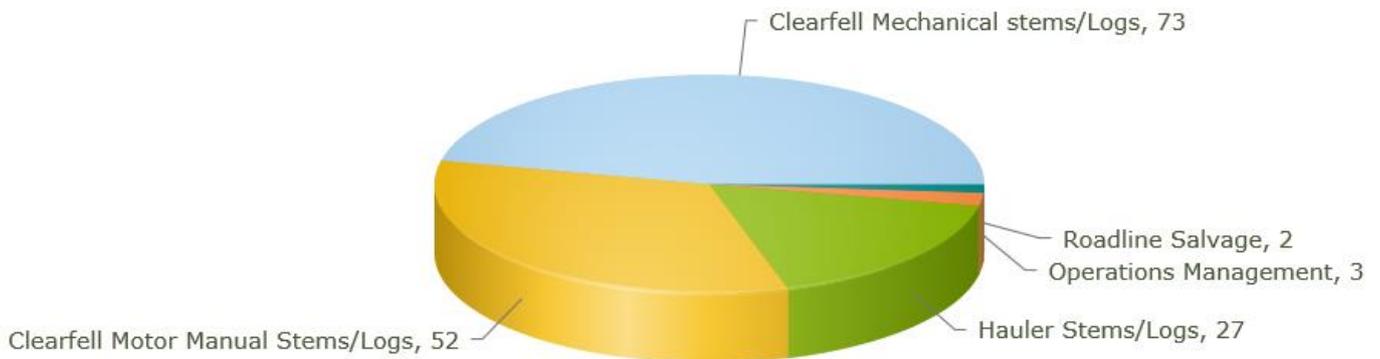


Figure 7. Harvesting Near Hits By Operation

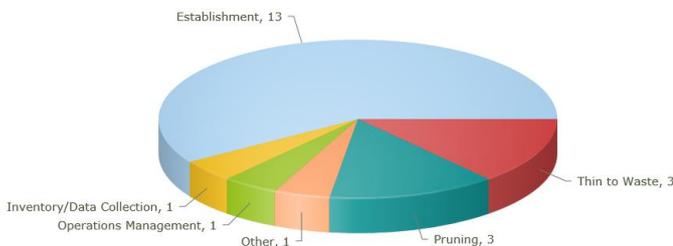


Figure 8. Silviculture Near Hits By Operation

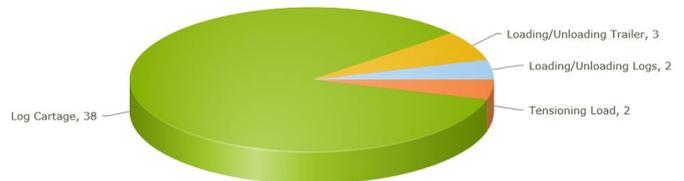


Figure 9. Log Transport Near Hits By Operation

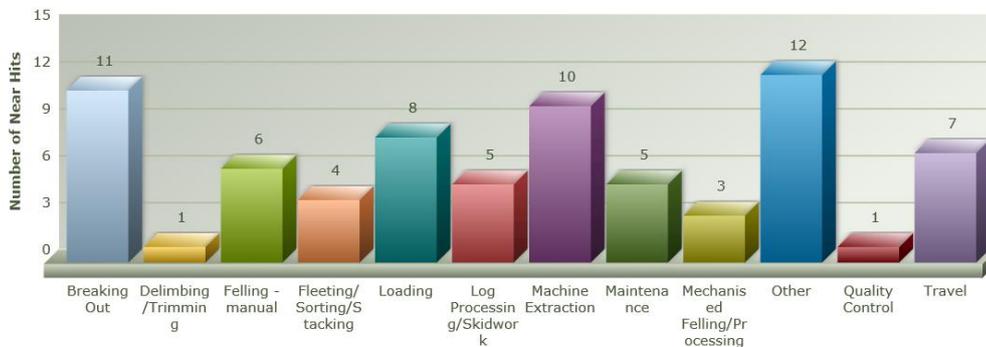


Figure 10. Mechanised Near Hits By Task

Near hit events classed as 'Other' were diverse – trees blowing down near workers, machines moving unexpectedly and poor radio communication within the crew. Breaking out near hits included six events where ropes broke or moved unexpectedly. Machine extraction near hits included hauler rope breakages and unexpected movement of the skidder or bulldozer on slippery or steep terrain.