

1 OCTOBER 2017 – 31 DECEMBER 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 total injury frequency rate has steadily increased to almost 20 injuries per million hours worked in the last 12 months. Numbers of lost time injuries were higher in October and November, compared to December which correlates with operational requirements leading up to and over the holiday period. The lost time incident frequency rate is continuing to climb at a steady rate. In contrast, Severity, (average days lost per lost time injury) has been progressively declining. Medical treatment injuries were the lowest they have been throughout 2017 in November but began to rise again in December.

CRITICAL RISK AREA ANALYSIS

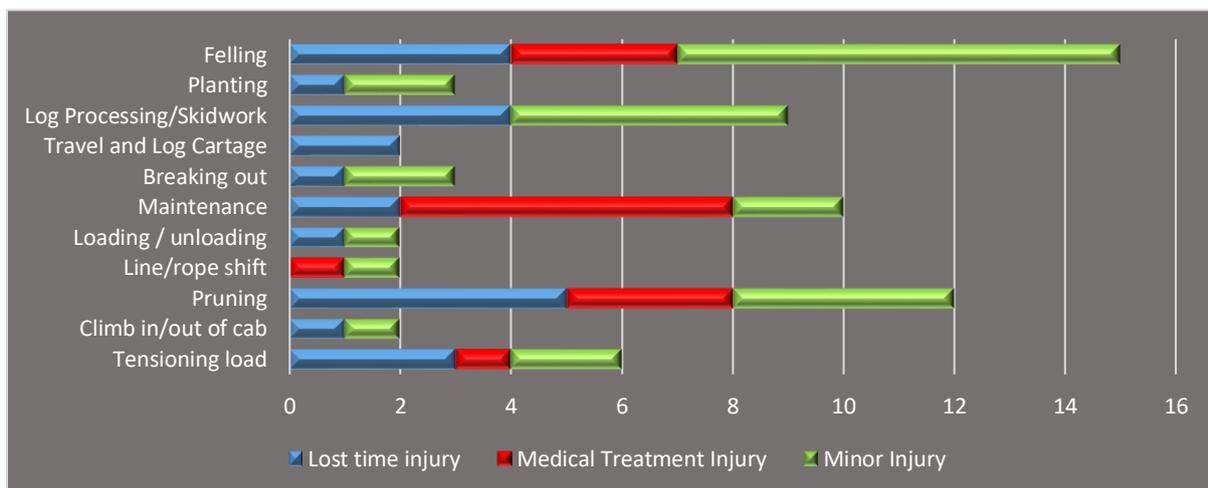


Figure 2. Critical Risk Area Incident Summary

The critical risk area with the highest number of incidents was felling followed by pruning. Lost time Pruning injuries - three involved being hit by debris that was dislodged by the tree, five injuries were the result of slipping or tripping over, and three were muscle strains due directly to the taxing physical demands of the task. There were nine lost time Log Processing/Skidwork incidents – four were the result of slipping or tripping on debris (a sprained ankle, two bruised knees and a hurt finger) and two injuries were an indirect result of a confined and/or congested skid site. There were ten lost time Maintenance-related injuries. Of these 10, six were sustained to either the hand or foot area of the body. Two were associated with the use of a sledgehammer (resulting in a hurt forearm and a cut shin).

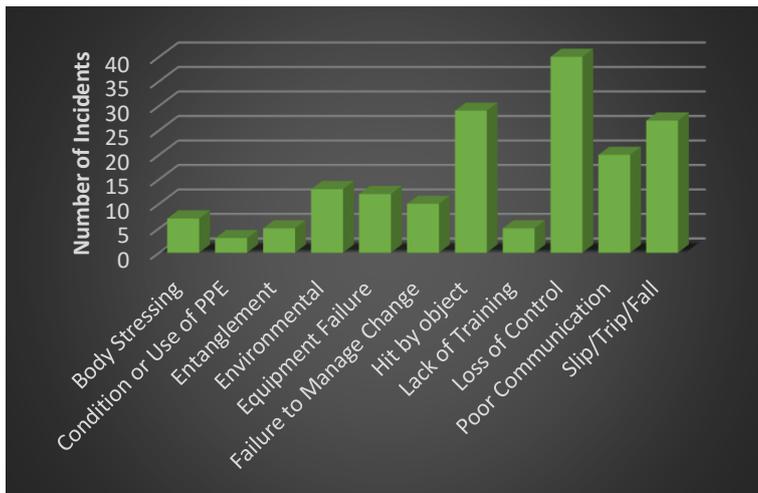


Figure 3. Recorded Incident Cause

The largest number of reported incidents (40) were categorised as “Loss of Control”. Within this category, 15 incidents were related to trucking and loading - mostly reports of vehicle mishaps such as cutting corners and loading issues like logs slipping or being dropped causing damage to vehicles or equipment. Eleven “Loss of Control” events involved machinery or mechanised harvesting or mechanised processing, which reflects the increase in these types of operations across the industry. There were 29 incidents caused by “Hit by Object” events. Nine were associated with mechanised operations in which various injuries were sustained to hands, fingers, lower legs and one individual’s chest. Manual processing and felling were highly represented in this category as well (12) with a variety of body parts hit by falling or moving objects, mainly logs, branches and pine cones.

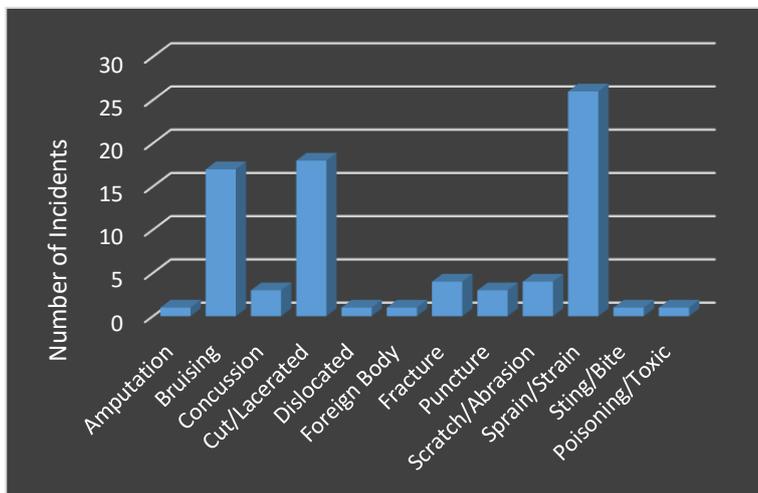


Figure 4. Recorded Injury Type

Most “Sprain/Strain” injuries were also the result of tripping on uneven ground/surfaces (10), slipping on logs (4) or falling off ladders (2). These were mostly injuries to the ankles and knees. Several reports (8) were associated with repetitive use injuries like muscle pulls or strains from activities like throwing chains over loads of logs or pruning larger trees. One injury was the result of machine jarring. “Cuts/Lacerations” were the second most common injury (18 in total) with the majority (9) being due to coming into contact with the saw chain when slipping over or while working on the felling head. Other causes of “Cuts/Lacerations” injuries were being hit by broken sticks, maintaining equipment and one incident of being hit in the face with a stop while breaking out. “Bruising” injures were mainly caused by slipping over (6) or falling from machines/ATVs (5).

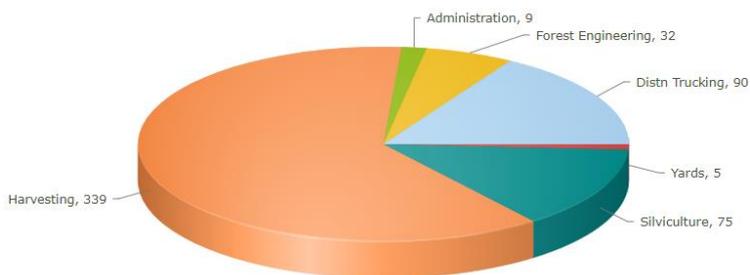


Figure 5. Total Incidents By Operation

Most reported incidents occurred during harvesting followed by trucking and silviculture. In comparison with the previous Quarter, trucking stayed consistent whereas both silviculture and harvesting markedly increased by 28 and 41 events respectively.

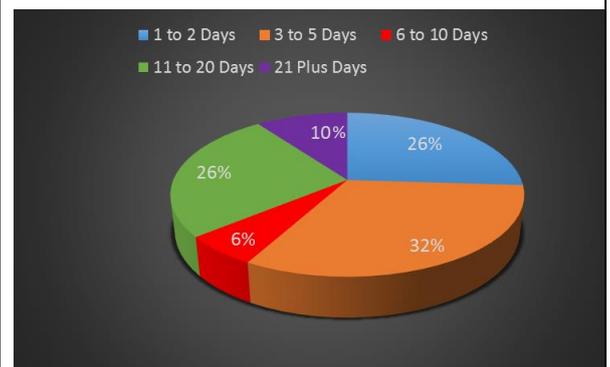


Figure 6. Severity – Lost Time

The average number of days lost per injury was 9, which was 2 more days than reported for the last Quarter. The number of days lost ranged from one to 58.5 days.

MAINTENANCE

There were 10 recorded incidents reported during maintenance activities, resulting in 180 lost hours. These events could have escalated to serious injuries.

An excavator operator was refuelling when he tripped and fell breaking a small bone in the top of his foot.
A machine operator was cleaning the window on a new Bell Logger. He had one foot on the tyre of the machine and one foot on the ledge below the window. As he opened the OPS guarding to allow access to clean the window, a wire catch broke, which caused the guarding (40-50kg) to swing fully open hitting him on the bridge of the foot.
The worker was removing the belly plate from under a machine as it was twisted. The worker removed the bolts and the plate sprung down and hit, cutting his left hand.
A worker was putting the Waratah chain away and cut his finger.
An operator was using a sledgehammer on the skidder track and a piece of steel came lose cutting the worker's right forearm.
A machine operator was lifting off the main saw box cover to find an oil leak. The cover slipped from the operator's hands dropping onto his right hand amputating the tip of the right hand index finger.
A worker was assisting in the repair of a drive motor in an excavator. While attempting to move the drive motor, he has used a sledgehammer to loosen it. In doing so he has struck one of the sprocket teeth. Pieces of steel have broken off and become embedded in his shin. These pieces of steel have required surgical removal.
After fitting a new chain to the main saw on the harvester, the operator turned and took a step. His foot slipped on bark and he cut his leg on harvester chain bar.
A harvesting worker had shut down the processor in order to change the chainsaw chain which was due to be replaced. As he took hold and pulled the new chain out of the under-body locker his hand slipped. He placed the chain on the machine tracks and noticed that his right palm had been cut.
While filling hydro on digger, the operator slipped catching his arm on the tool box and bruising his leg on track.

NEAR HIT ANALYSIS

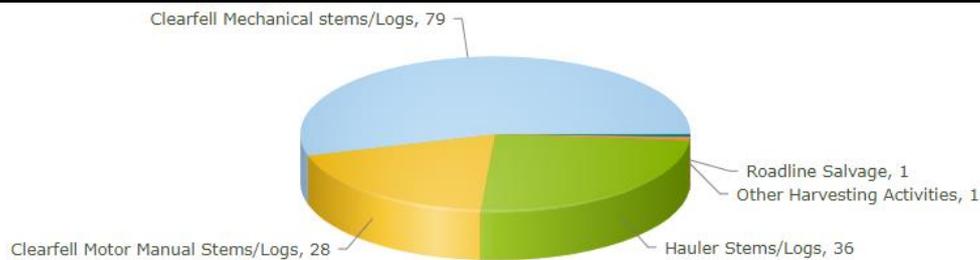


Figure 7. Harvesting Near Hits By Operation

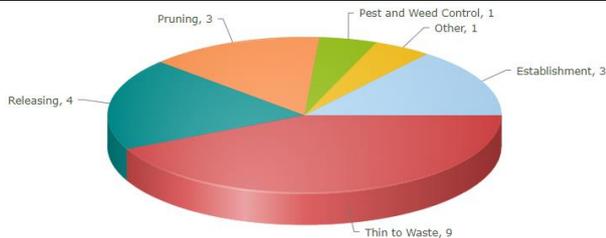


Figure 8. Silviculture Near Hits By Operation

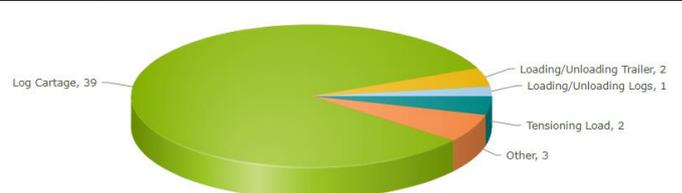


Figure 9. Log Transport Near Hits By Operation

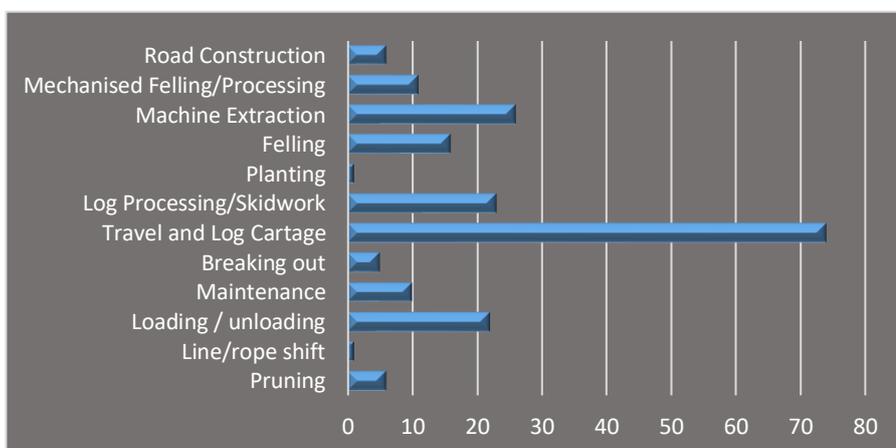


Figure 10. Near Hits By Critical Risk Area

Travel and log cartage incident were predominant in the Near Hit reporting with 34 travel events (associated with poor communication, signage and environmental conditions) and 38 log cartage events, mostly involving driving conditions, road maintenance and log slippage. Harvesting near hits in clearfell motor manual incidents showed a 50% decrease compared to Q3, 2017. Thinning to waste incidents increased threefold from the last Quarter, while log transport incidents remained consistent between Q3 and Q4.

NOTE: Forestry-specific machinery have been added to the IRIS category 'Plant'.