

1 JULY 2018 – 30 SEPTEMBER 2018

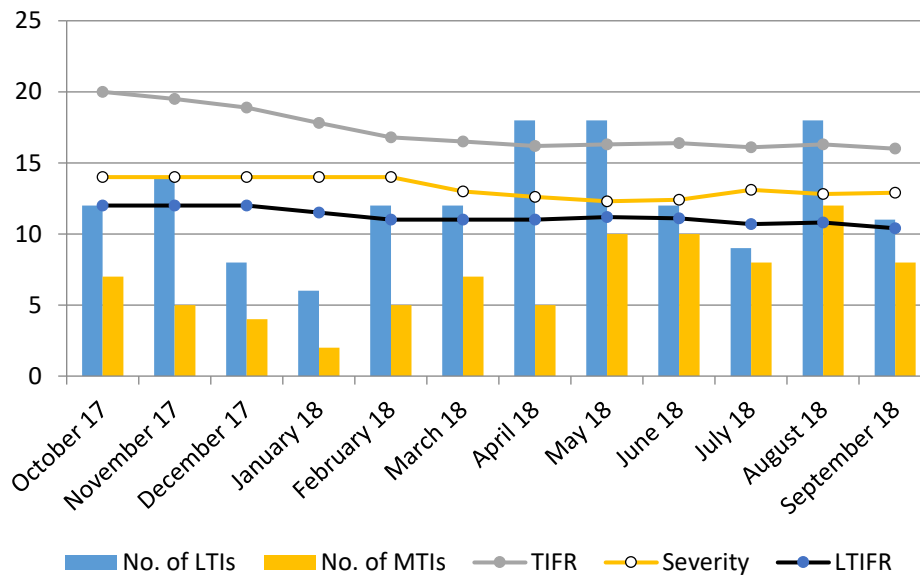


Figure 1. Trends in Lost Time Injuries (LTIs), Medical Treatment Injuries (MTIs), Total Incident Frequency Rate (TIFR), Severity and Lost Time Injury Frequency Rates (LTIFR).

The lost time incident frequency rate has remained constant since February 2018 with a small decrease in the last quarter. Severity, (average days lost per lost time injury) peaked in July 2018 and begun to fall since then. There was a peak of lost time injuries in August 2018 but these are showing a strong decline to September 2018. There was also a peak of medical treatment injuries in August 2018 and a decline in September 2018. The total incident frequency rate has shown a decreasing trend since October 2017.

CRITICAL RISK AREA ANALYSIS

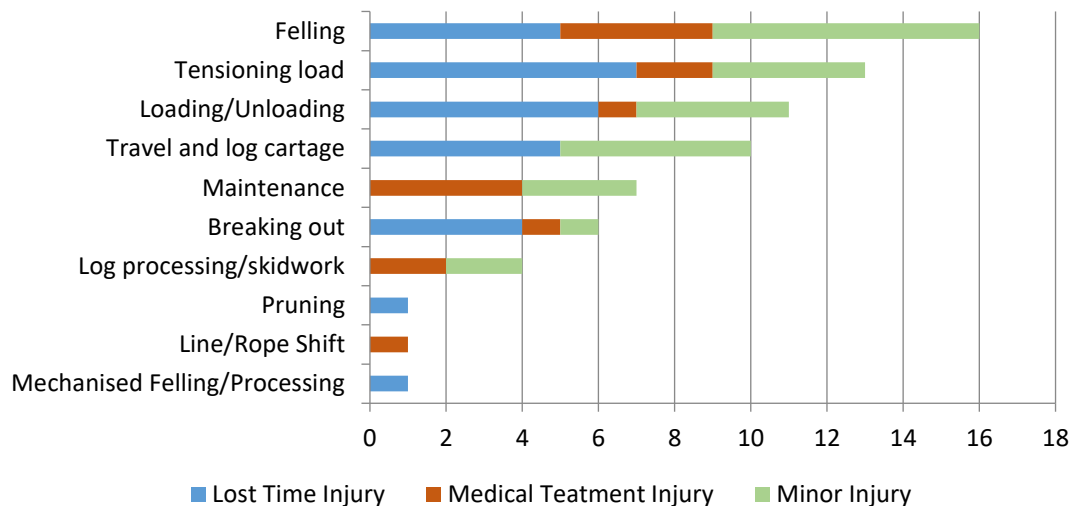


Figure 2. Critical Risk Area Summary

The critical risk area with the highest number of incidents was felling followed by log truck load tensioning. There were five lost time felling injuries resulting in a total of 5 lost days however one incident has not yet reported final number of days lost. Only two injuries were the result of being cut by the chainsaw. The remainder were injuries sustained from material falling from the canopy above. There were seven lost time tensioning load injuries resulting in a total of 84 days lost. Five injuries were muscular strain resulting from the action of throwing chains over the log load. There were six loading/unloading injuries recorded resulting in a total of 59 days lost. Two of the injuries were the result of crushed hands while handling a bolster and drawbar, and two were sprain/strain injuries – falling from a log and rotating a drawbar.

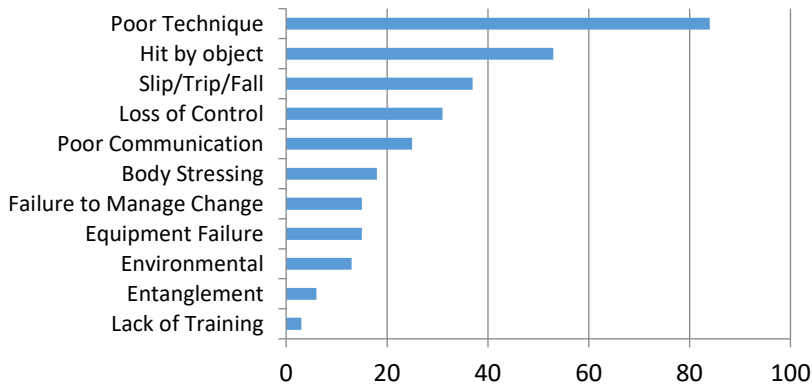


Figure 3. Recorded Incident Cause

The largest number of reported incident cause (84) were categorised as 'Poor Technique'. Seventeen incidents were loader related log handling and included events such as logs hitting the truck body and logs falling from the loader or trailer. There were 9 travel related incidents involving poor technique including – reversing ute over rocks, reversing into logs, losing unrestrained cargo from ute deck and ripping the door off a digger when it caught on a bank.

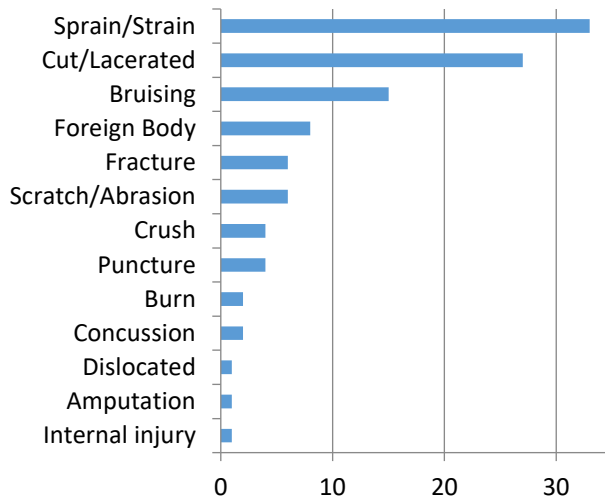


Figure 4. Recorded Injury Type

There were 33 'Sprain/Strain' injuries and the most common injury event (15) was simply the result of walking on difficult terrain – stepped in a hole, slipped on a rock, poor exit from vehicle or slipped on a log. Eight 'Sprain/Strain' injuries were the result of throwing chain stops over log loads.

Of the 27 'Cut/Lacerated' injuries only three were inflicted by a chainsaw. Four laceration injuries occurred during maintenance tasks – cutting wire rope and working on or under machines. Other events included lacerated buttocks while climbing over a barbed wire fence and being hit on the head while putting up a road sign.

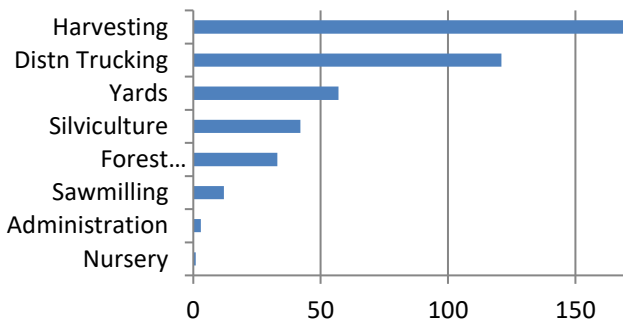


Figure 5. Total Incidents By Operation

Most reported incidents occurred during harvesting followed by distribution trucking and yard work.

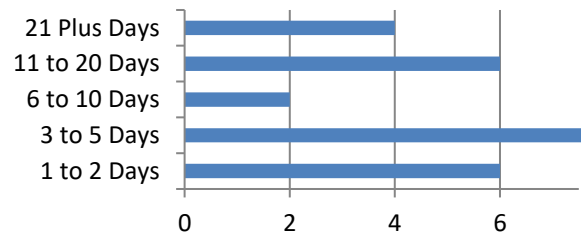


Figure 6. Severity – Lost Time

The average number of days lost per injury was 9.8. The number of days lost ranged from one to 46 days.

CHAIN TENSIONING LOST TIME INJURIES

There were seven recorded lost time tensioning injuries resulting in a total of 84 days lost. The injuries tend to be sprain/strains which result in a long time off work;

Injured back while chaining up, sprain/strain injury – 19 days lost
Driver injures arm/leg after falling from truck trailer while trying to free a chain, fracture – 18 days lost -
Strains lower back during process of chaining up load – 15 days lost
Driver attributes shoulder/neck pain to chaining up – 15 days lost
While throwing one of the chains across the load driver has felt a sudden pain in his right shoulder – 11 days lost
Driver strains lower back in process of chaining up – 4 days lost
Got mud in his eyes when hit by object while chaining up – 2 days lost

NEAR HIT ANALYSIS

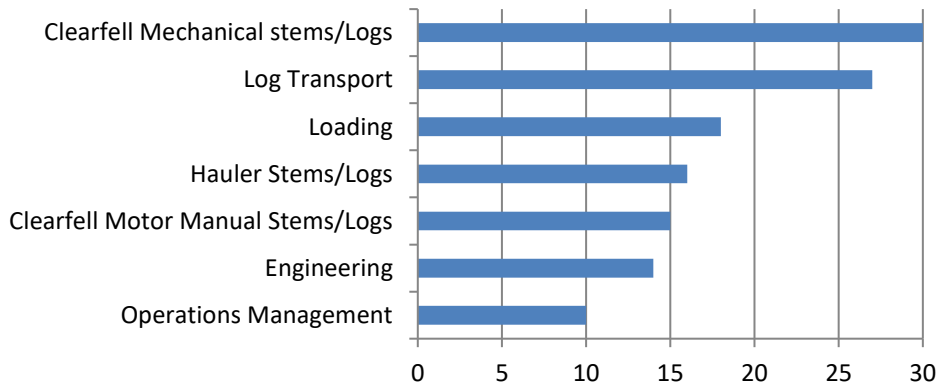


Figure 7. Near Hits By Operation

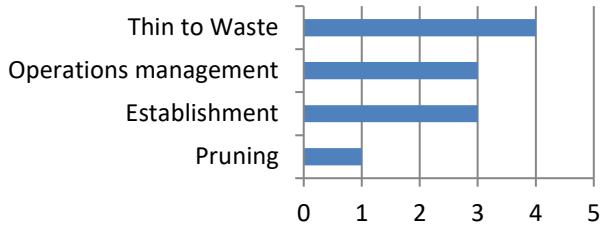


Figure 8. Silviculture Near Hits By Operation

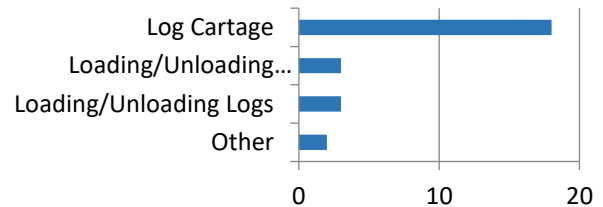


Figure 9. Log Transport Near Hits By Operation

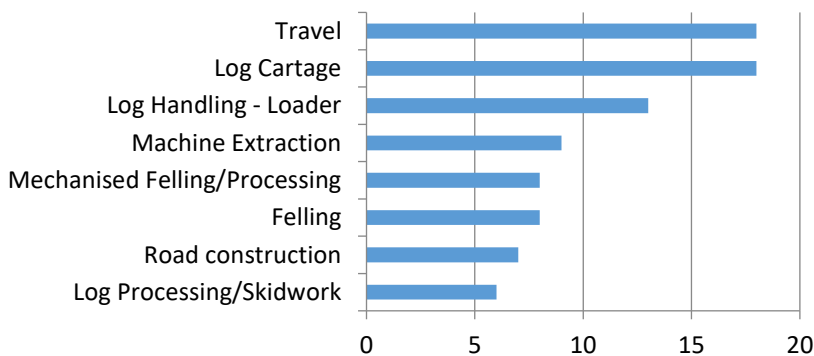


Figure 10. Near Hits By Task

The single most common 'Travel' near hit incident type was seven occasions where forest drivers had to take evasive action because other vehicles were on the wrong side of the road or not using the radio.

The most frequent 'Log Cartage' event type was seven occasions where loss of traction on slippery or soft ground resulted in the truck and/or trailer sliding off the road or getting stuck. There were a further four occasions categorised as 'Log Cartage' where vehicles had not indicated their location by radio on the forest road network so surprised other road users.