

## 1 OCTOBER 2018 – 31 DECEMBER 2018

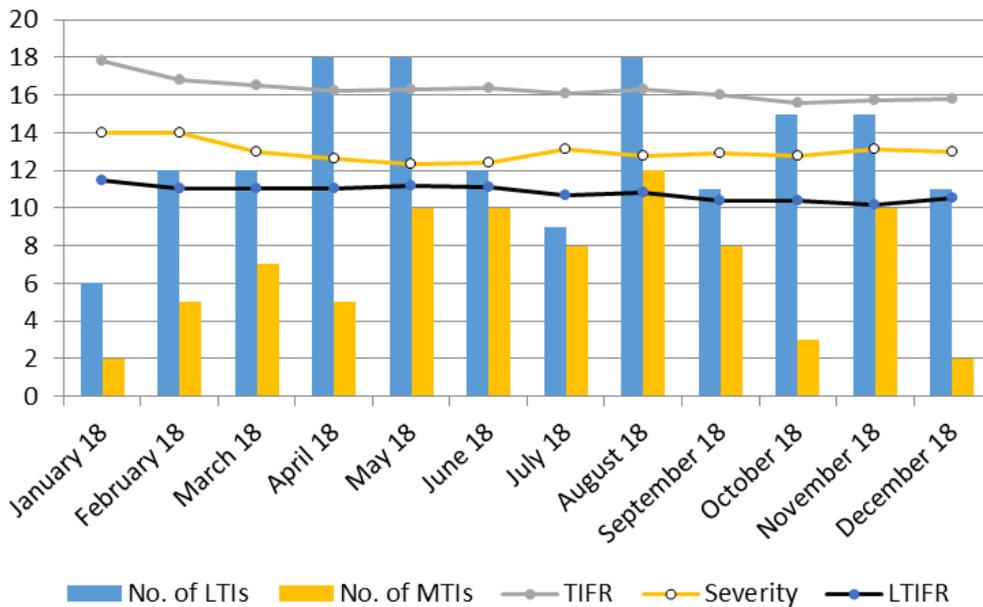


Figure 1. Trends in Lost Time Injuries (LTIs), Medical Treatment Injuries (MTIs), Total Incident Frequency Rate (TIFR), Severity and Lost Time Injury Frequency Rates (LTIFR).

The lost time incident frequency rate has trended down slightly since April 2018. Severity, (average days lost per lost time injury) has remained stable since July 2018. Lost time injuries in October and November were higher than many other months in 2018 but declined in December. The trend of declining medical treatment injuries since August 2018 was reversed in November with an abrupt increase in reported MTIs. The total incident frequency rate has shown a decreasing trend since June 2018.

## CRITICAL RISK AREA ANALYSIS

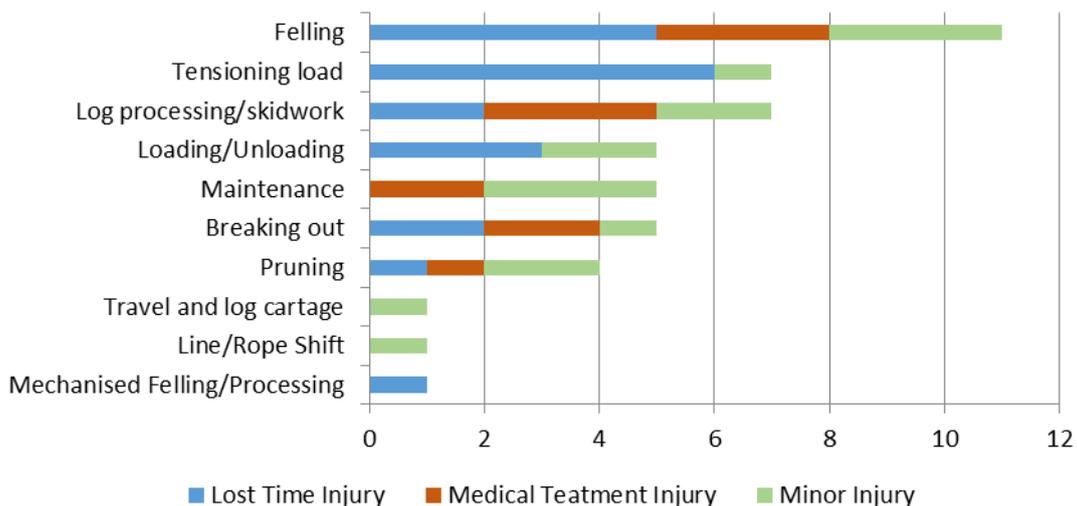


Figure 2. Critical Risk Area Summary

The critical risk area with the highest number of incidents was felling followed by log truck load tensioning and log processing / skidwork. There were five lost time felling injuries resulting in a total of 75 lost days. Two injuries were the result of being cut by the chainsaw and both resulted from slipping and falling on the saw. One injury resulted from being hit by a falling branch and two injuries from rolling or sliding logs. There were six lost time log truck load tensioning injuries resulting in a total of 46 days lost. Five injuries were muscular strain resulting from the action of throwing chains over the log load.

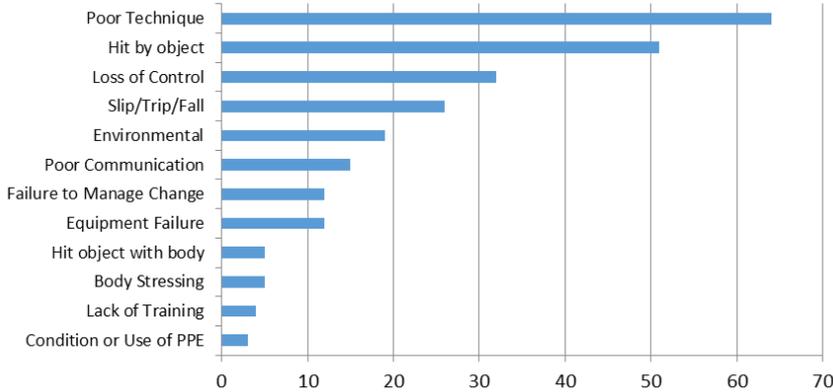


Figure 3. Recorded Incident Cause

The largest number of reported incident cause events (64) were categorised as 'Poor Technique'.

Of these 64 incidents, 19 were during log loading where logs fell from the loader forks or the loader damaged truck fittings.

Another 13 'poor technique' incidents were during log cartage and the most frequent event was the identification of unsecured logs in the load.

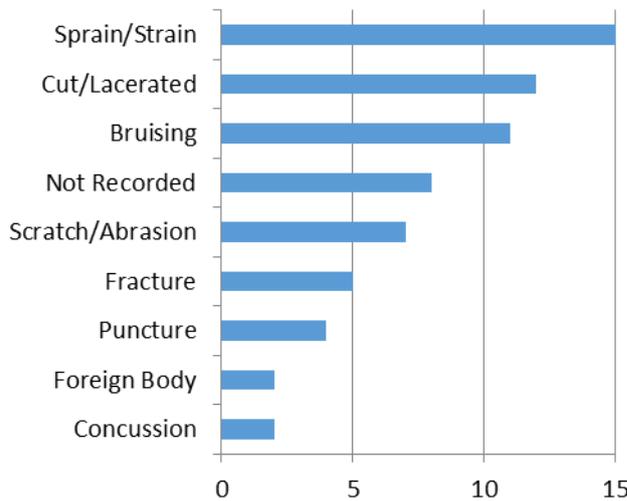


Figure 4. Recorded Injury Type

There were 15 'Sprain/Strain' injuries and the most common injury event (8) was the result of slipping or tripping on difficult terrain – stepped in a hole, slipped on a rock, poor exit from vehicle or slipped on a log. Six 'Sprain/Strain' injuries were the result of throwing chain strops over log loads.

Of the 12 'Cut/Lacerated' injuries only five were inflicted by a chainsaw. Two injuries were the result of kickback from the saw and three were simply falling over onto the saw.

Other events included a lacerated finger while cutting with a pruning saw, catching hand in the rope while spooling onto a drum and cut finger on broken glass during a vehicle collision.

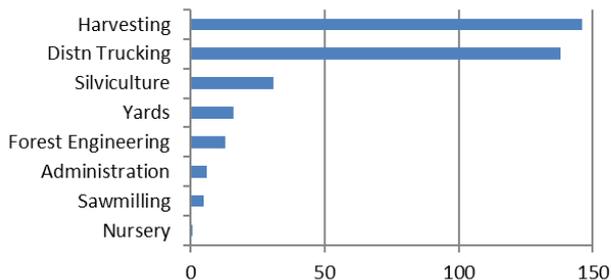


Figure 5. Total Incidents By Operation

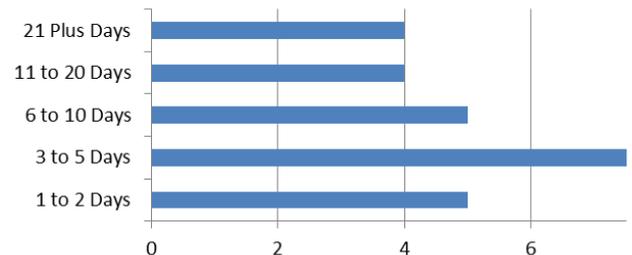


Figure 6. Severity – Lost Time

Most reported incidents occurred during harvesting followed closely by distribution trucking.

The average number of days lost per injury was 10. The number of days lost ranged from one to 50 days.

## FELLING LOST TIME INJURIES

There were five recorded lost time felling injuries resulting in a total of 75 days lost. The injuries were fractures and lacerations which result in a long time off work to heal.

Felled tree slid back down slope and fractured fallers foot – 37 days lost
Struck in the chest by a dead branch that broke out of an adjoining tree during felling – 16 days lost
Cutting log, off-cut log bounced off ground and hit foot – 10 days lost
Thinning when lost footing and fell on the chainsaw resulting in facial lacerations – 9 days lost
Faller walking between trees when the ground gave way. He slipped backwards sliding onto the chainsaw, lacerating his left shoulder – 3 days lost

## NEAR HIT ANALYSIS

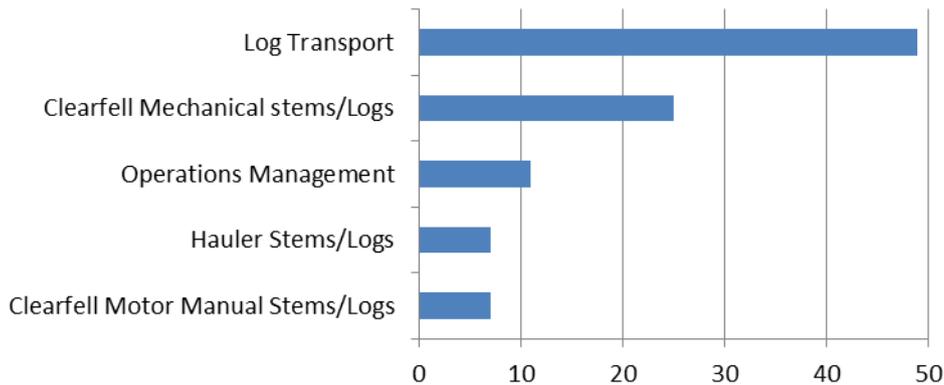


Figure 7. Near Hits By Operation

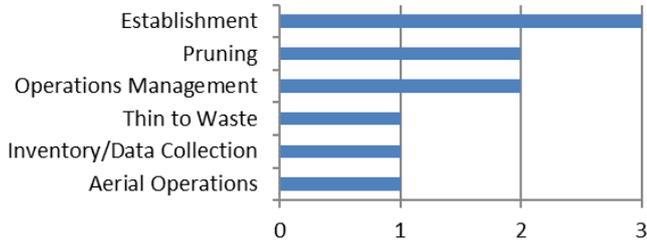


Figure 8. Silviculture Near Hits By Operation

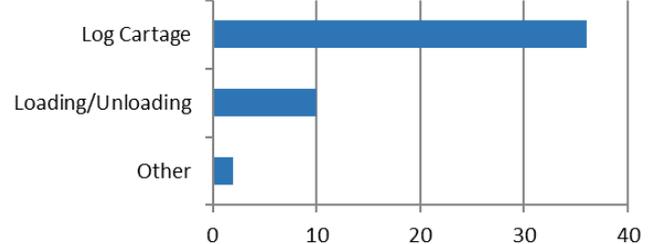


Figure 9. Log Transport Near Hits By Operation

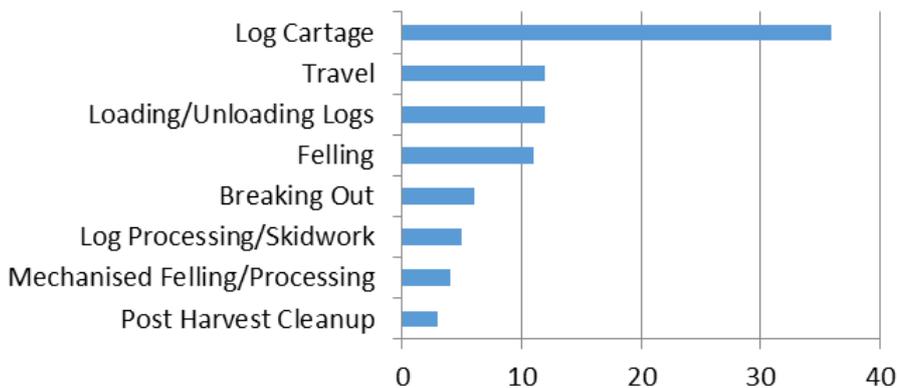


Figure 10. Near Hits By Task

The most frequent 'Log Cartage' event type was 19 occasions where a log or logs in the load had moved unexpectedly. There were another 7 records where logs fell from trucks onto the road. Four reports detailed events where other road users had caused a log truck to take evasive action to avoid collision. There were only three occasions reported where poor radio communication resulted in near hit situation.