

1 APRIL 2019 – 30 JUNE 2019

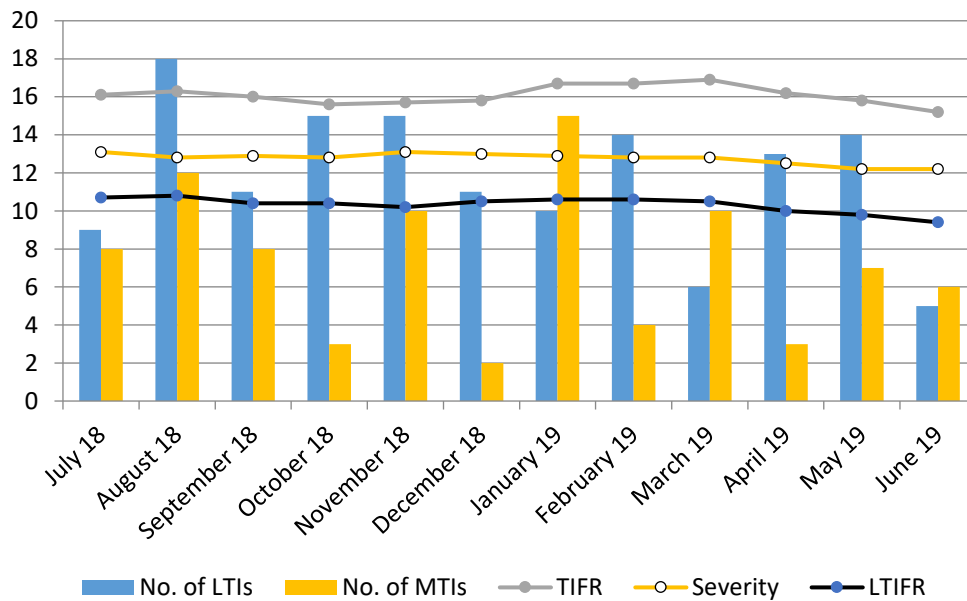


Figure 1. Trends in Lost Time Injuries (LTIs), Medical Treatment Injuries (MTIs), Total Incident Frequency Rate (TIFR), Severity and Lost Time Injury Frequency Rates (LTIFR).

The number of lost time injuries and medical treatment injuries reported over the first half of 2019 have fluctuated with no real identifiable trend. That said, numbers reported in June were comparatively lower. The total incident frequency rate, after steadily increasing at the beginning of the year, is starting to show a declining trend since March 2019. The lost time incident frequency rate is at its lowest point since July 2018. Severity (average days lost per lost time injury) continues to trend downwards.

CRITICAL RISK AREA ANALYSIS

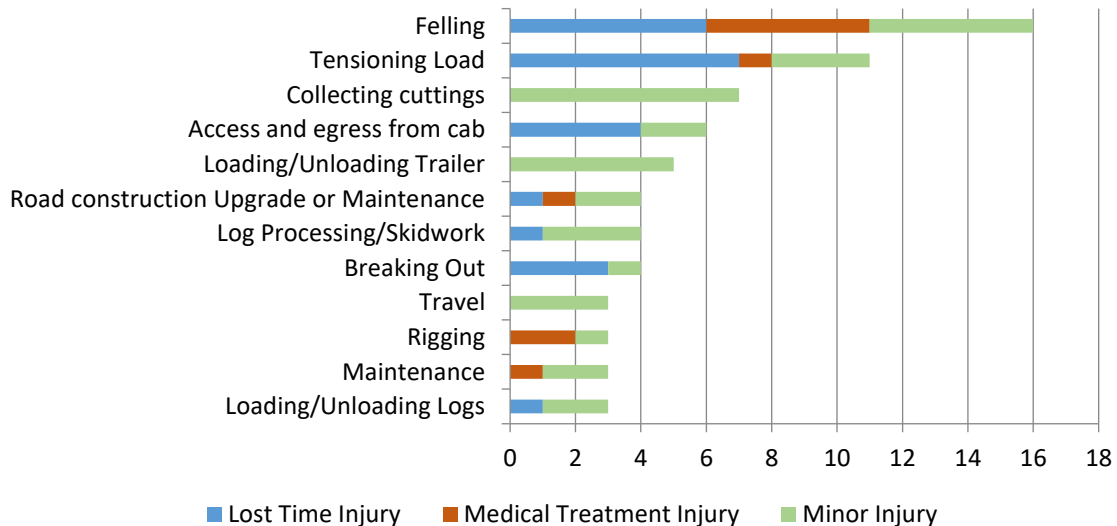


Figure 2. Critical Risk Area Summary

The critical risk area with the highest number of incidents was felling, followed log load tensioning. Of the sixteen felling incidents, there were six lost time felling injury resulting in an average of 17 lost days. Three of the six injuries were the result being hit by a falling object (tree, branch) on the neck/back. Seven lost time log load tensioning injuries resulted in a total of 55 days lost. The injuries were predominantly strains and sprains incurred during throwing and tightening chain tasks. The injury resulting in the most lost time was a finger laceration while tightening chains. The collecting cuttings minor injuries mostly involved cuts to fingers during pruning resulting from poor technique. Four lost time access/egress injuries resulted in a total of 41 days lost. Three injuries were the result of truck driver's slipping while exiting the vehicle.

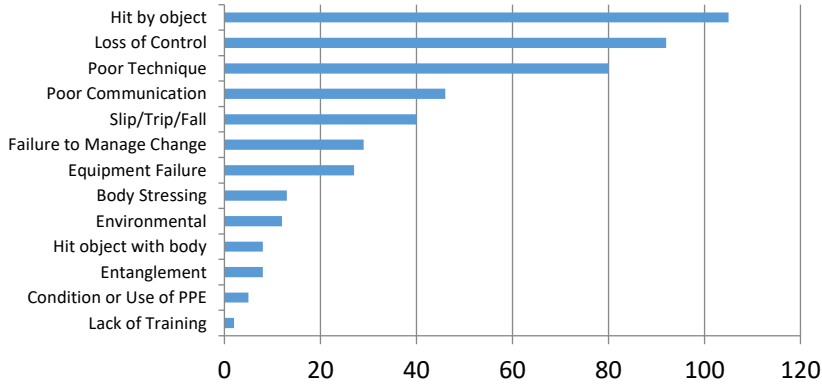


Figure 3. Recorded Incident Cause

Like the figures reported last Quarter, the largest number of 'Incident Cause' events (105) were categorised as 'Hit by Object'. Of these 105 incidents, 35 were during log loading activities. The majority of 'Loss of Control' incidents also occurred during loading and unloading. Over half of the 'Loss of Control' events were classified as 'property damage'.

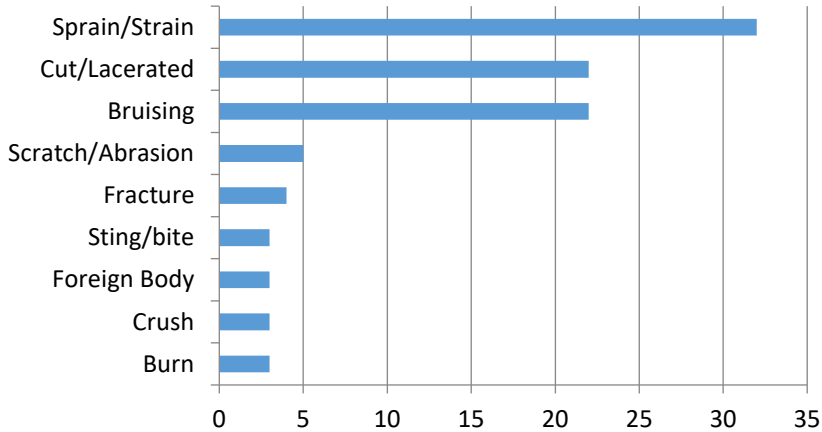


Figure 4. Recorded Injury Type

There were 32 'Strain/Sprain' injuries and they most commonly occurred during access/egress from the cab (5) and tensioning load tasks (7). Of the 22 'Cut/Lacerated' injuries, the most common area of the body cut was the hand and fingers (15). Eight of the 'Bruising' injuries resulted from the worker being struck by an object, including branches while falling, logs on the skid site and machine/vehicle components. The three bee sting injuries occurred during silviculture activities.

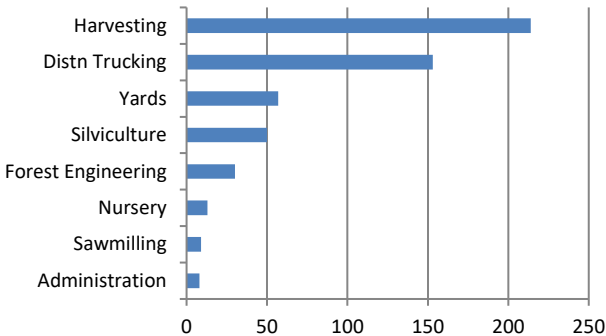


Figure 5. Total Incidents By Operation

Most reported incidents occurred during harvesting followed by distribution trucking. It should be noted that harvesting includes activities and tasks involving trucks/vehicles, such as loading and travel.

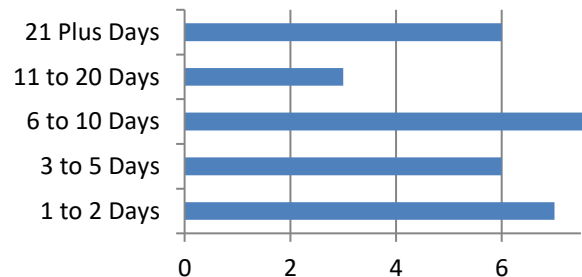


Figure 6. Severity - Lost Time Days

The average number of days lost per injury was 14.5, which is almost five days more than the last Quarter. The number of days lost ranged from one to 135 days.

ENTRY/EXIT FROM CAB INJURIES

There were six recorded events that occurred during entry or exit from trucks/machines, of which four resulted in lost time. The injuries were sprains/strains to the limbs, and one fracture of the ribs.

Truck driver slipped off top step while descending from truck.

Operator climbing out of machine. Had maintained 3 points of contact, shifted weight from left to right, right foot slipped on frost causing injury to right ankle.

A driver was exiting the truck cab when he slipped and fell to the ground fracturing 3 ribs.

Truck driver has slipped on wet step hurting right knee and ankle.

NEAR HIT ANALYSIS

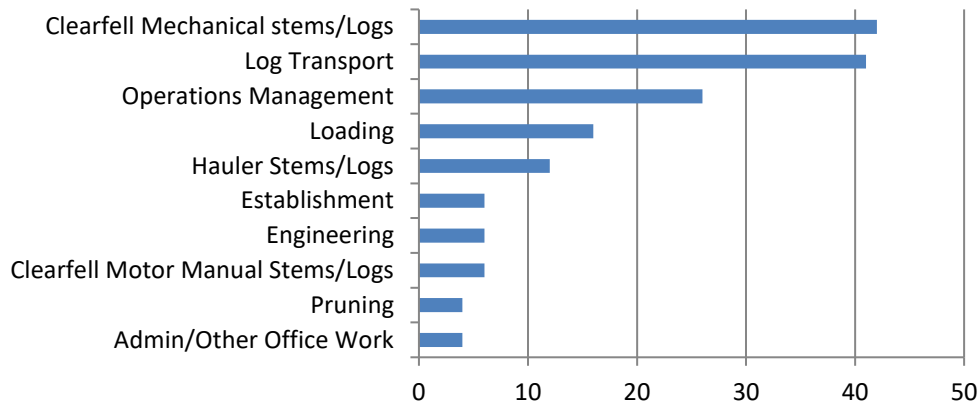


Figure 7. Near Hits By Operation

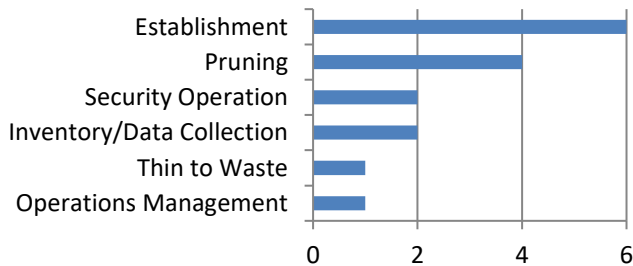


Figure 8. Silviculture Near Hits By Operation

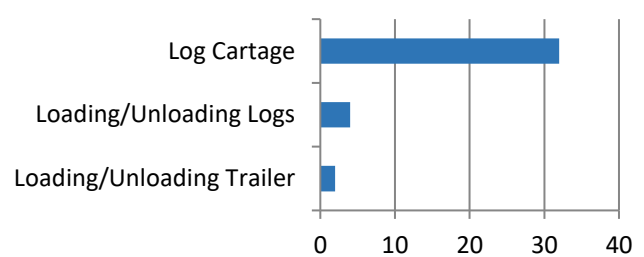


Figure 9. Log Transport Near Hits By Operation

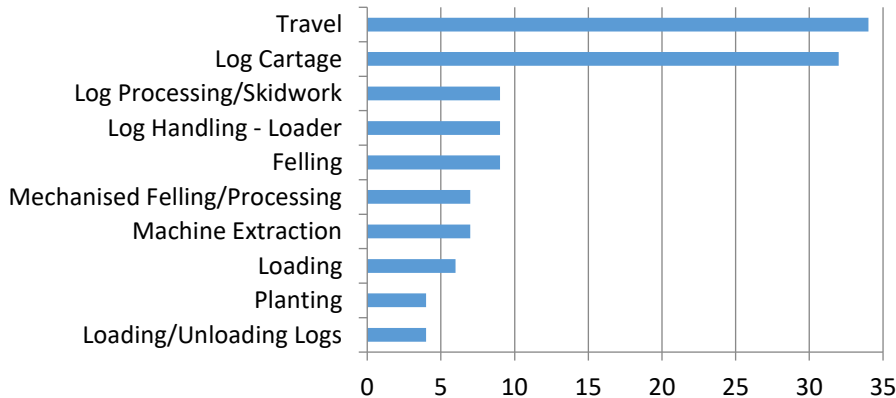


Figure 10. Near Hits By Task

Of the 34 'Travel' near hit events reported, nine were due to communication issues. The most frequent 'Log Cartage' near hit event type was ten occasions reported where poor radio communication resulted in near hit situation. There were eight records where logs were not secured correctly – log outside bolsters, log loads too high, no belly chain. In two reports log trucks had to take evasive action to avoid collision.