

1 OCTOBER 2019 – 31 DECEMBER 2019

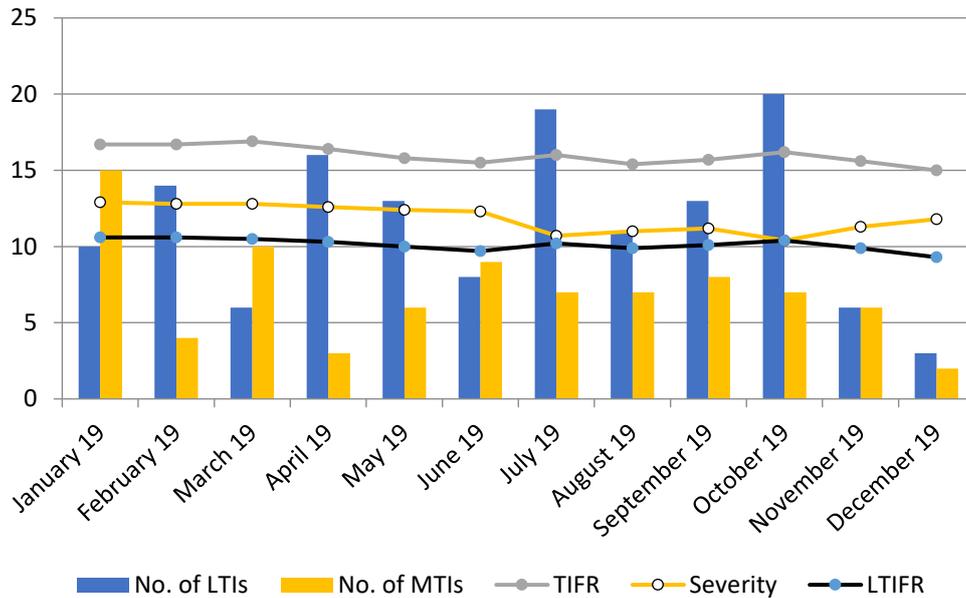


Figure 1. Trends in Lost Time Injuries (LTIs), Medical Treatment Injuries (MTIs), Total Incident Frequency Rate (TIFR), Severity and Lost Time Injury Frequency Rates (LTIFR).

The number of lost time injuries and medical treatment injuries have shown a declining trend in the last quarter of the year. Lost time injury numbers reported in October were the highest for the 12-month period. The lowest number of medical treatment injuries were reported in December. The total incident frequency rate, after steadily increasing at the beginning of the year, has declined in the last quarter of the year. Severity (average days lost per lost time injury) trended downwards to July 2019 with a small rise to September 2019, followed by a dip. The last quarter saw a rise suggesting that though there were less events, injuries suffered were more adverse.

CRITICAL RISK AREA ANALYSIS

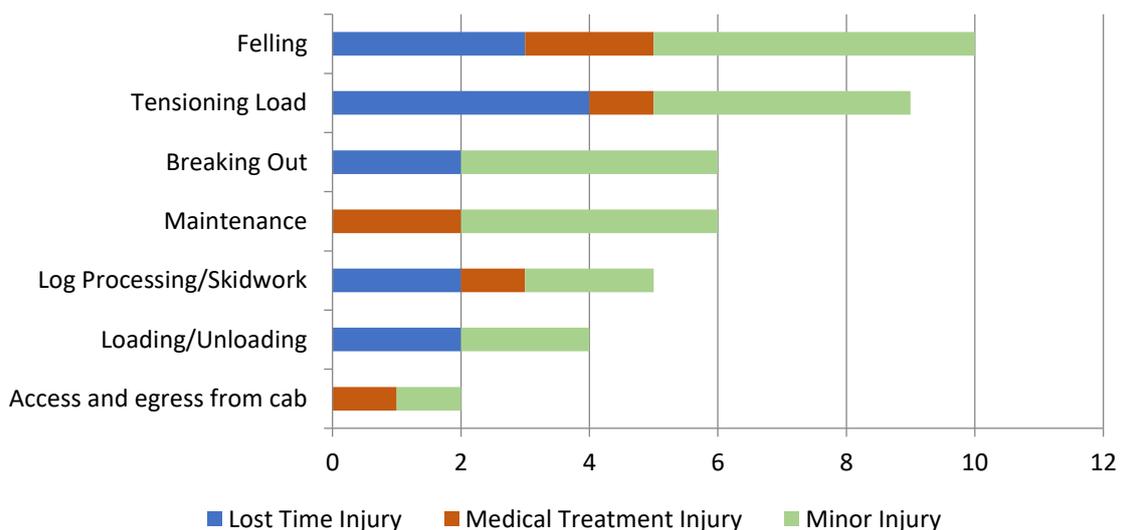


Figure 2. Critical Risk Area Summary

The critical risk area with the highest number of incidents was felling followed by tensioning the log load. Half of the felling incidents occurred in thinning to waste operations. Of the ten felling incidents, there were three lost time injuries resulting in a total of 46 lost days. The most serious felling injury was a dislocation resulting in 34 days lost after the faller was hit by a punga felled by another faller. The other two lost time injuries were a bruised hand when hit by a thinning tree that was hung up and an injured back when bending down to cut regen.

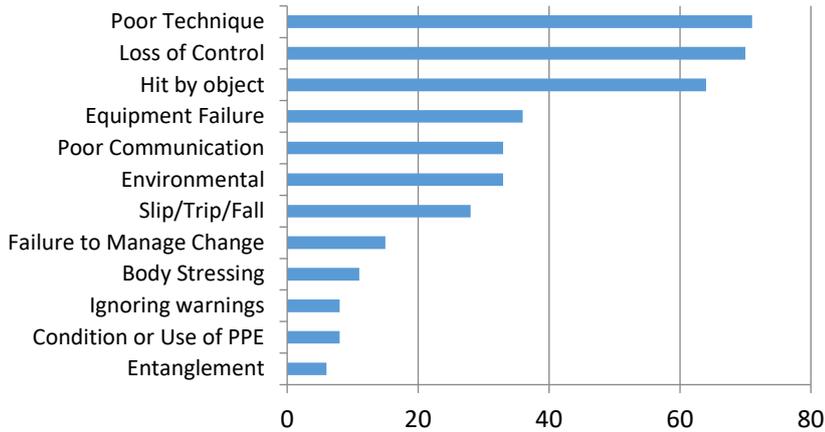


Figure 3. Recorded Incident Cause

The largest number of 'Incident Cause' events (71) were categorised as 'Poor Technique'. Of these 71 events, 15 were during log cartage activities such as logs falling from the truck or moving in the bunk due to poor securing, log trucks not staying in their lane and dangerous overtaking of log trucks by other road users. A further 21 events were loading related. These included damaging the truck or trailer while loading/unloading, loading logs too high or poor crowning of load.

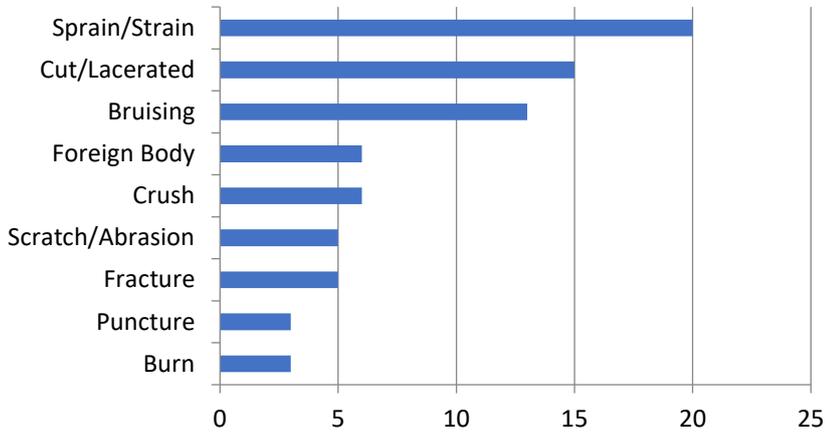


Figure 4. Recorded Injury Type

There were 20 'Strain/Sprain' injuries and they most commonly were walking on uneven ground, slipping into unseen holes or on debris and slipping on bark (8). Awkward body position resulted in six injuries. These occurred while starting chainsaws, reaching to paint or cut and bending over.

There were 15 'Cut/Lacerated' injuries and the most common events were getting cut by the chainsaw (4), getting hit in the face with a twitch bar while tensioning chains (3) and getting cut while doing maintenance on a machine (4).

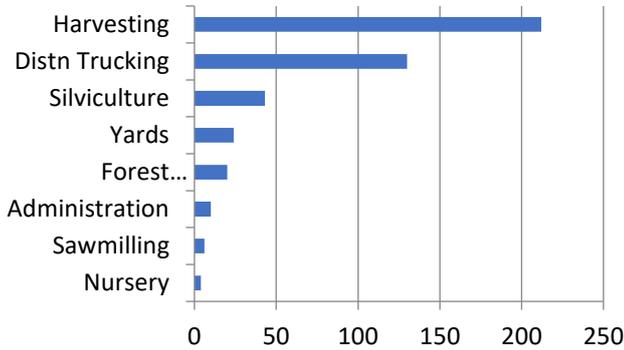


Figure 5. Total Incidents by Operation

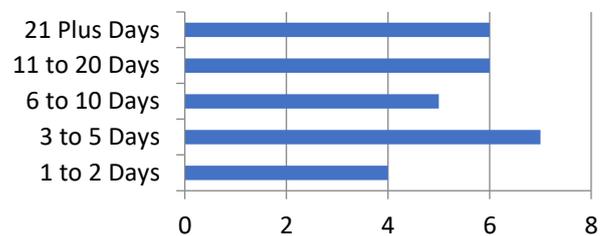


Figure 6. Severity - Lost Time Days

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.

The average number of days lost per injury was 14, which is seven days more than the last Quarter. This was due to some long duration injuries recorded in the quarter. The number of days lost ranged from one to 63 days.

TENSIONING LOAD INJURIES

There were four recorded lost time injuries that occurred during chaining log truck loads. In addition there was one medical treatment injuries and four minor injuries.

Twich unlocked flicking bar into drivers face – 144 hours lost

Loader operator was assisting truck driver in chaining up. While tightening the chains, the twitch bar has not clicked into the ratchet and sprung up and hit loader op under the jaw causing fracture – 128 hours lost

Driver was chaining up load when he lost grip on the twitch bar and hit his face on the bar requiring medical treatment to glue his lip at the doctors – 20 hours lost

A truck driver has been twitching up his load and the twitch has slipped, hitting him in the face – 18 hours lost

NEAR HIT ANALYSIS

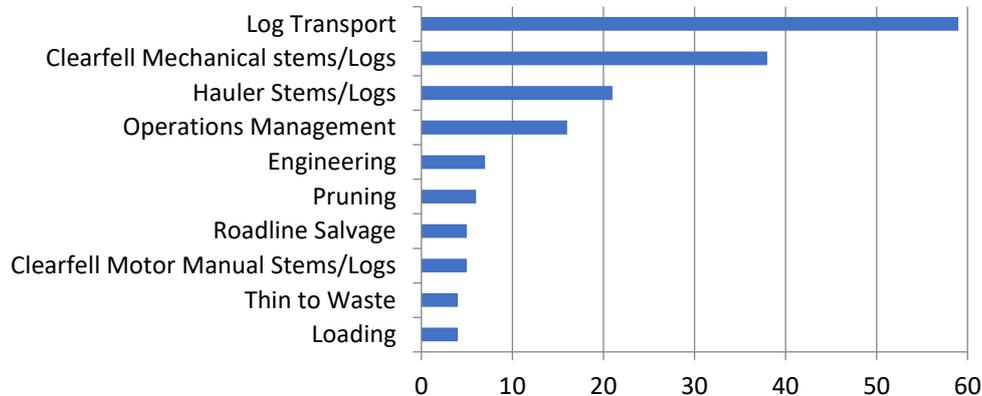


Figure 7. Near Hits by Operation

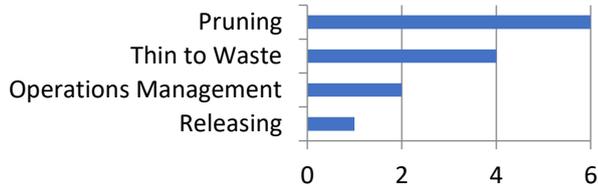


Figure 8. Silviculture Near Hits by Operation

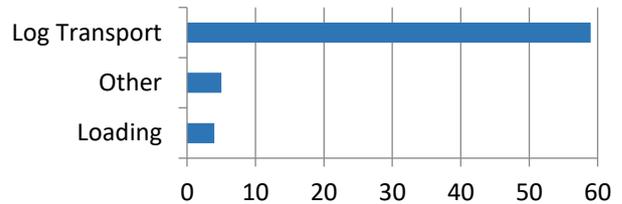


Figure 9. Log Transport Near Hits by Operation

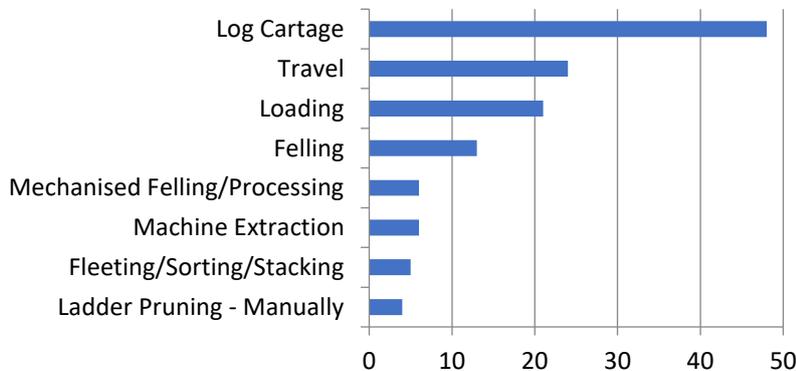


Figure 10. Near Hits by Task

48 'Log Cartage' near hit events were reported. The most frequent 'Log Cartage' near hit event type was 20 occasions where logs in the load had moved unexpectedly, fallen from the bunk or had not been secured correctly. Many reports stated all the chains had sufficient tension. There were three occasions reported where poor radio communication on forest roads resulted in near hit situations.