

## 1 APRIL 2020 – 30 JUNE 2020

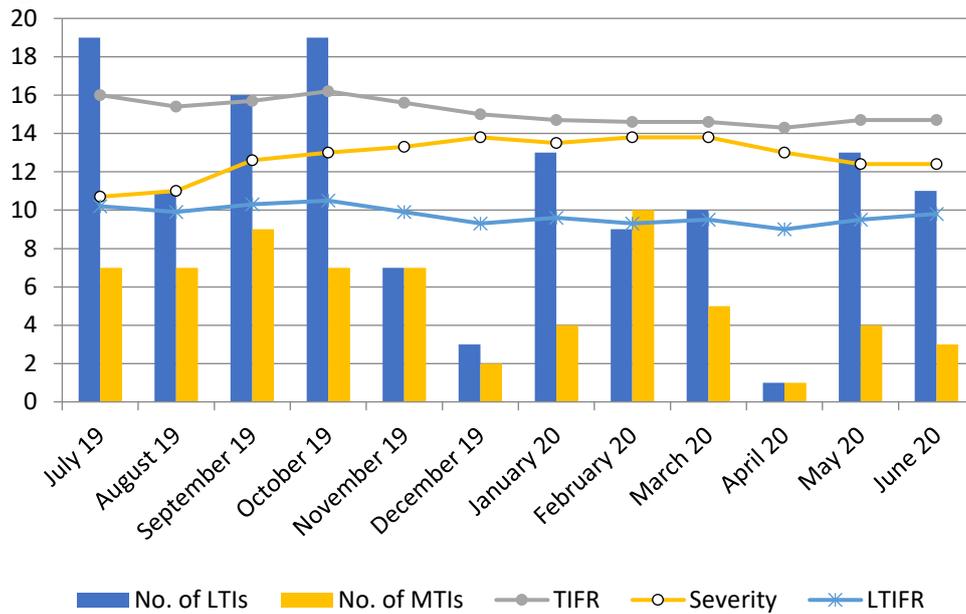


Figure 1. Trends in Lost Time Injuries (LTIs), Medical Treatment Injuries (MTIs), Total Incident Frequency Rate (TIFR), Severity and Lost Time Injury Frequency Rates (LTIFR).

The number of lost time injuries showed a massive decline in April due to the COVID-19 Level 4 lockdown. Similarly, medical treatment injuries declined in April with a return to more 'normal' injury numbers in May. Because it is a rolling average the total incident frequency rate remained steady over April. Severity (average days lost per lost time injury) trended upwards from July 2019 followed by a decline from April 2020. Lost time injury frequency rate (lost time injuries per million hours worked) has shown a rise since April 2020.

## CRITICAL RISK AREA ANALYSIS

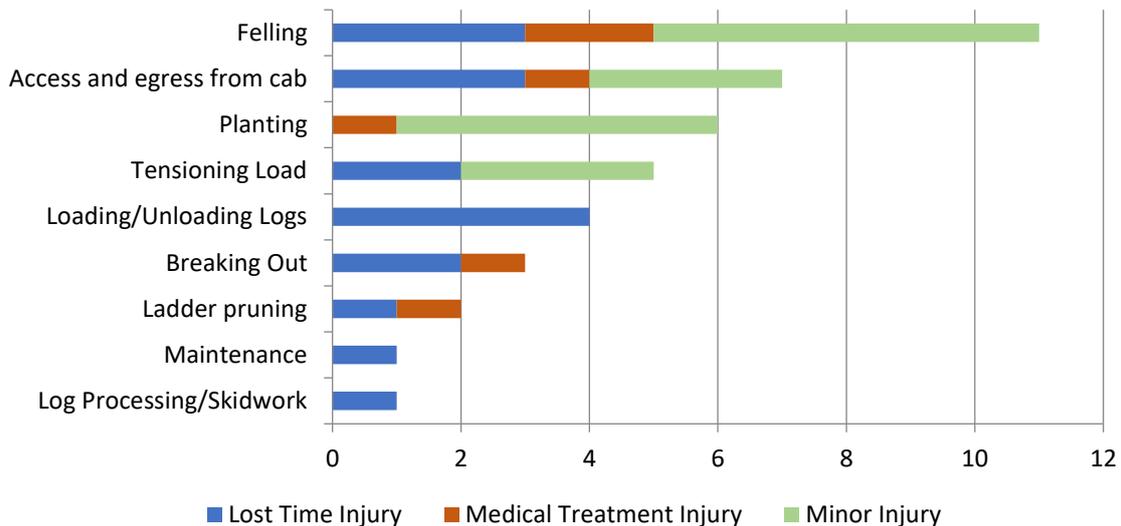


Figure 2. Critical Risk Area Summary

The critical risk area with the highest number of incidents was felling followed by climbing into and out of machine cabs. The most serious felling injury was a fractured femur when the faller was hit by a poplar tree whose branches were interlocked with the pine tree that was being felled. Five of the 11 felling injuries were the result of slipping on steep or difficult terrain. The most serious cab access injury was a machine operator stepping from a wind row onto a clod of earth which collapsed resulting in a fractured lower leg and ankle injuries. Six of the seven cab access injuries occurred when the operators were getting out of the cab.

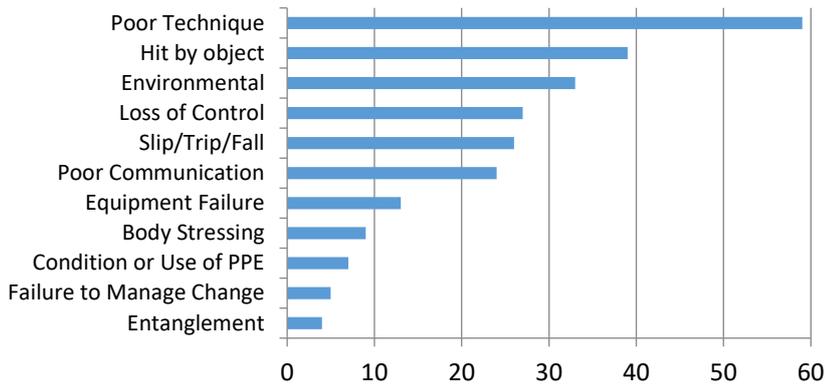


Figure 3. Recorded Incident Cause

The largest number of 'Incident Cause' events (59) were categorised as 'Poor technique'. Seven were during log cartage activities such as jack knifing the trailer while backing, overloading, logs falling from trucks and trailers overturning on the soft shoulder. A further 6 events were loading or unloading log trucks where the truck was hit by the loader or logs were dropped. Five events were travel related: lost control of ute on mud, not enough power applied when towing trailer up hill – rolled backwards and jack-knifed, and a report that a driver forgot to put the locking pin in the tow bar coupling.

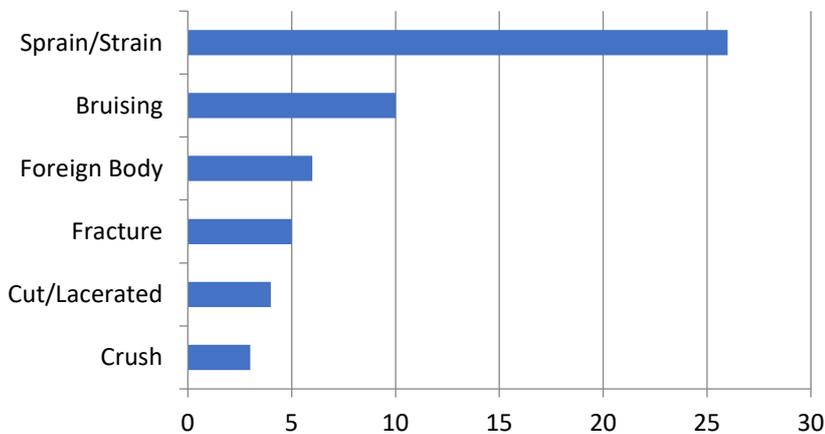


Figure 4. Recorded Injury Type

There were 26 'Sprain/Strain' injuries with the most common being slips and falling resulting in 10 injuries. These occurred during all phases of forest operations – planting (2), breaking out (1), felling (2), skid work (2), preparing truck or load (3). There were 8 injuries resulting from stressing the body during activities such as securing belly chains, throwing chains, pulling on stuck ropes and aggravating old injuries.

There were 10 'Bruising' injuries and they resulted from diverse events such as slipping on wet ground, slipping off machine tracks, crushing finger in a ute canopy hatch and hitting a cow while driving.

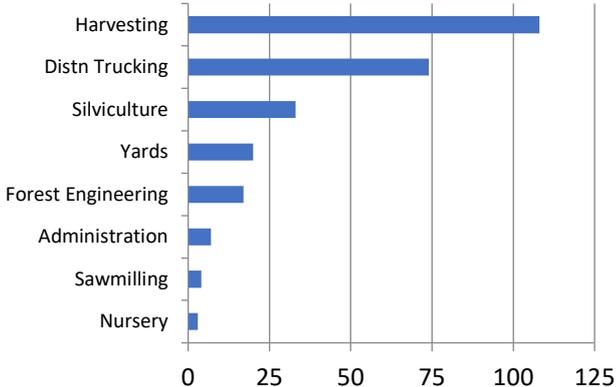


Figure 5. Total Incidents by Operation

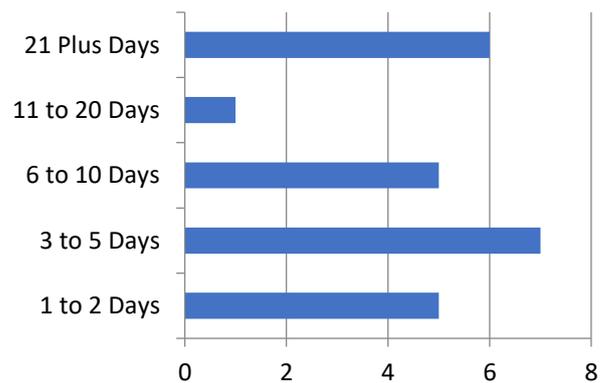


Figure 6. Severity – Lost Time Days

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

The average number of days lost per injury was 12, which is three days more than the last Quarter. There were three leg / pelvis fractures and a head fracture which resulted in considerable time off work.

## ACCESS AND EGRESS FROM CABS

There were three recorded lost time injuries that occurred climbing into or out of the cab of a machine. In addition there were four minor injuries.

Machine operator climbed out of cab onto the wind row to do a grade check. When he stepped down to ground level he put his foot on a clod of earth which has collapsed. His motion resulted in a fractured lower leg and bruised ankle – 328 hours lost
Climbing out of truck and support handle has broken, fell and right leg hit step resulting in strained lower leg – 64 hours lost
Slipped on wet track when getting out of machine. Bruised ribs – 8 hours lost
Closed truck cab door on his fingers when climbing out – visit to doctor after work to drill finger nails
Climbing off processor tracks, foot stuck in mud and twisted knee trying to extract foot
Foot slipped on the tracks when climbing off dozer – hit shoulder as he fell
Jumped onto machine tracks from hill side and strained knee. Didn't have 3 points of contact

## NEAR HIT ANALYSIS

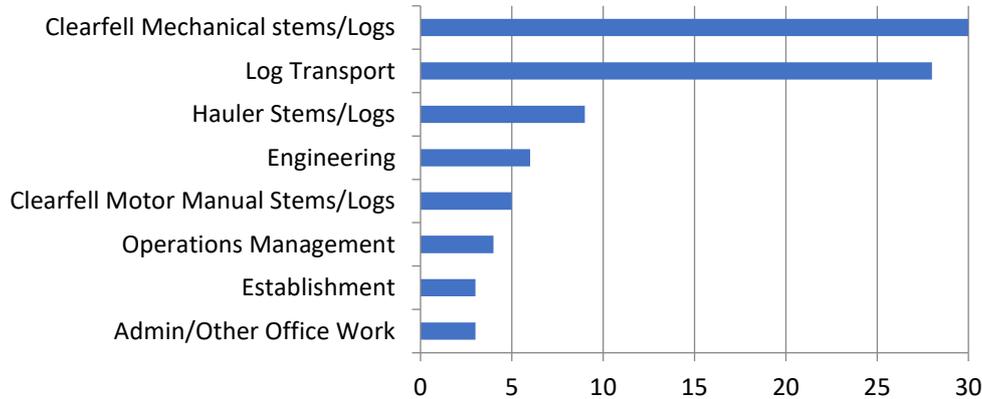


Figure 7. Near Hits by Operation

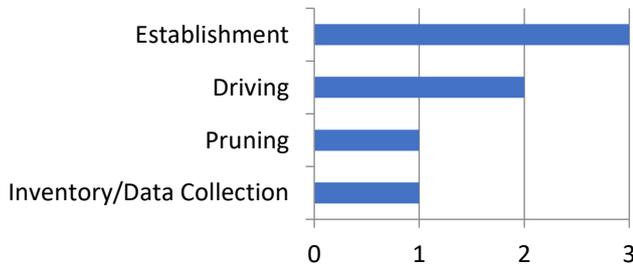


Figure 8. Silviculture Near Hits by Operation

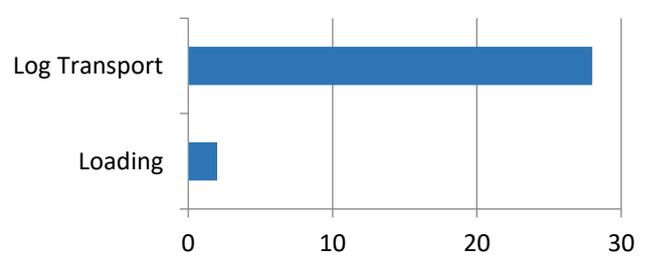


Figure 9. Log Transport Near Hits by Operation

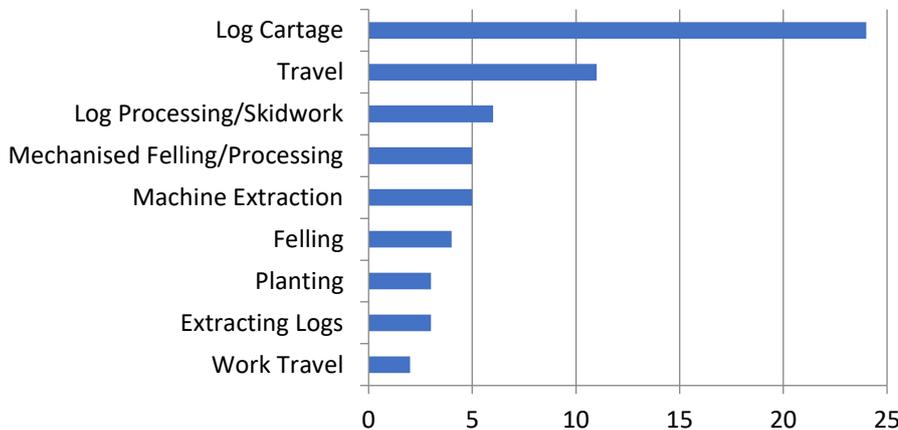


Figure 10. Near Hits by Task

Twenty-four 'Log Cartage' near hit events were reported. The most frequent event type was 10 reports of slippery road conditions due to mud and in some cases freezing conditions where trucks lost traction. There were a further three reports of trucks getting stuck due to tight corners on roads or environmental conditions. There were five events reported where poor, or no, radio communication on forest roads resulted in near collision situations.