1 JANUARY 2019 – 31 MARCH 2019

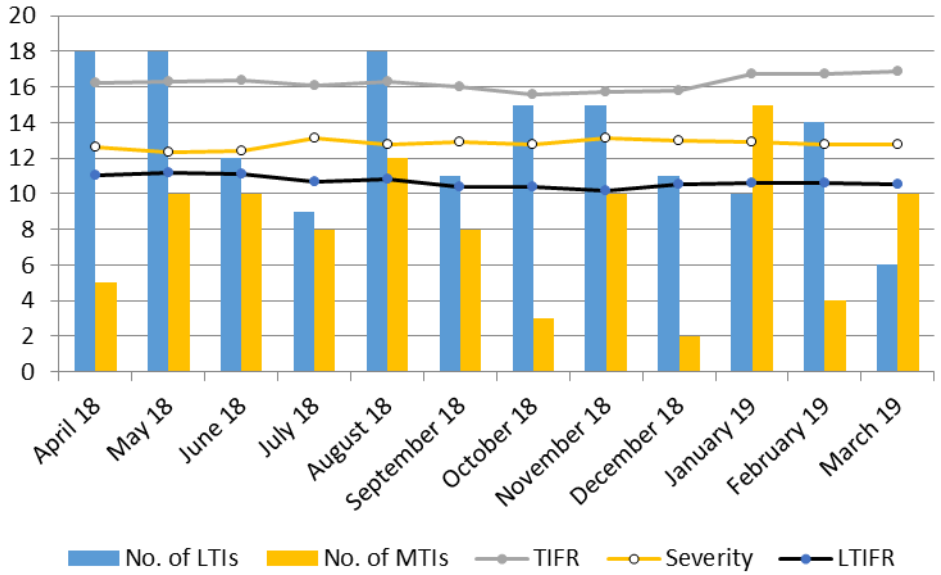

Figure 1. Trends in Lost Time Injuries (LTIs), Medical Treatment Injuries (MTIs), Total Incident Frequency Rate (TIFR), Severity and Lost Time Injury Frequency Rates (LTIFR).

The lost time incident frequency rate has been steady since December 2018. Severity, (average days lost per lost time injury) has trended downwards since November 2018. Lost time injuries rose in February 2019 after low levels in December and January. Medical treatment injuries fluctuated in the first three months of 2019 with no trend. The total incident frequency rate has shown an increasing trend since December 2018.

CRITICAL RISK AREA ANALYSIS

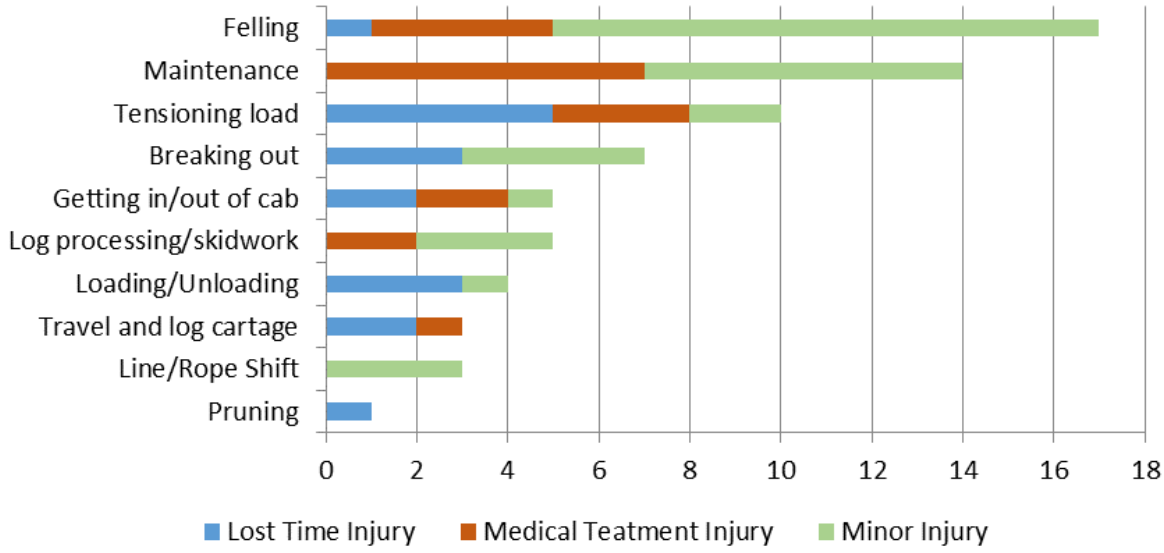

Figure 2. Critical Risk Area Summary

The critical risk area with the highest number of incidents was felling followed by maintenance and log load tensioning. There was one lost time felling injury resulting in a total of 32 lost days. The faller was pinned to the ground by the felled tree. The five lost time log load tensioning injuries resulted in a total of 20 days lost. Two injuries were lacerations after being hit by the twitch bar. Another two injuries were muscular strain resulting from the action of throwing chains over the log load. Three lost time breaking out injuries resulted in a total of 37 days lost. Two injuries were the result of slipping on unstable footing and one was being hit by debris dislodged from uphill.

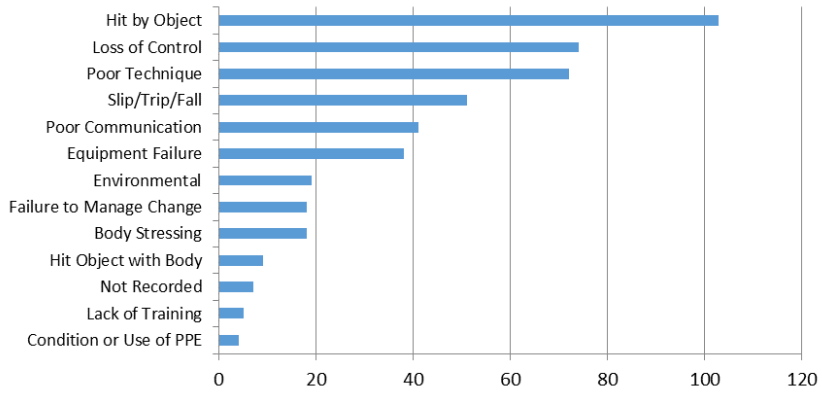

Figure 3. Recorded Incident Cause

The largest number of reported 'Incident Cause' events (103) were categorised as 'Hit by Object'. Of these 103 incidents, 10 were during log loading where logs fell from the loader forks or the loader damaged truck fittings. This was also the most frequent incident type in the last quarter. Fifteen 'Loss of Control' incidents were during log cartage and the most frequent event was the truck or trailer running off the road

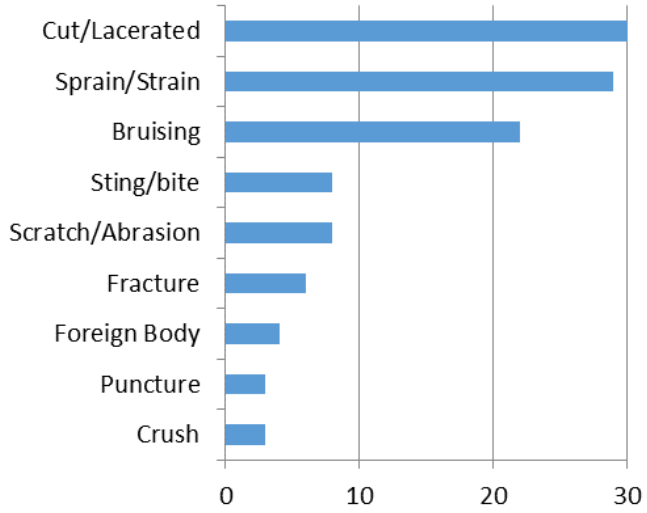

Figure 4. Recorded Injury Type

There were 30 'Cut/Laceration' injuries and they most commonly occurred during maintenance tasks (12 injuries). Six laceration injuries occurred during tree felling and all were the result of the faller losing footing and falling on their saw.

There were 29 'Sprain/Strain' injuries and the most common injury event (10) was the result of slipping or tripping on difficult terrain such as stepped in a hole or slipping on debris. Nine 'Sprain/Strain' injuries were the result of handling equipment such as throwing chain strops over log loads, untangling strops, changing a tyre and doing maintenance on machines. The most common injury event among the 22 'Bruising' injuries was slipping over and falling against an object or the ground.

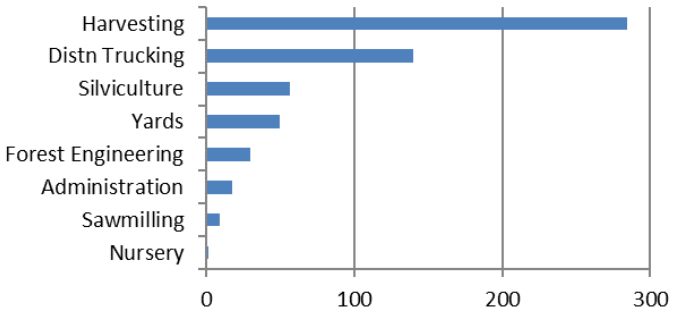

Figure 5. Total Incidents By Operation

Most reported incidents occurred during harvesting followed by distribution trucking.

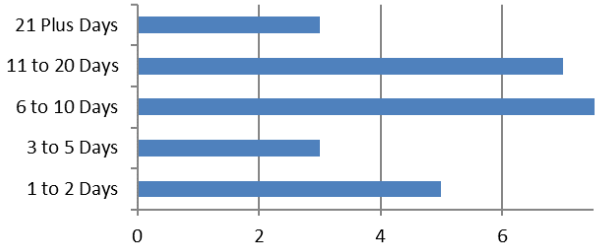

Figure 6. Severity – Lost Time

The average number of days lost per injury was 9.7. The number of days lost ranged from one to 32 days.

MAINTENANCE INJURIES

There were six recorded medical treatment injuries during maintenance tasks. The injuries were fractures and lacerations, mostly to the hands.

Machine operator was hand sharpening the harvester chain on the felling head, his foot slipped out which resulted in his knee coming in contact with the chainsaw chain.
Skidder operator was repairing hydraulic oil leak from hose fitting positioned underside of machine cab. Had his hand on the door sill, the door closed onto his hand causing a crush injury.
A felling machine operator was replacing the saw chain on the felling head. Following adjustments, he got up to walk away and hit the chain causing a laceration.
Arm trapped by ram when hydraulic pressure released in the felling head during maintenance.
Removing twist from skyline extension. Rope twisted and caught tip of finger squashing it.
A mechanic was removing the seat from a Bell Logger when a small but very sharp edge on the back of the seat cut his finger.

NEAR HIT ANALYSIS

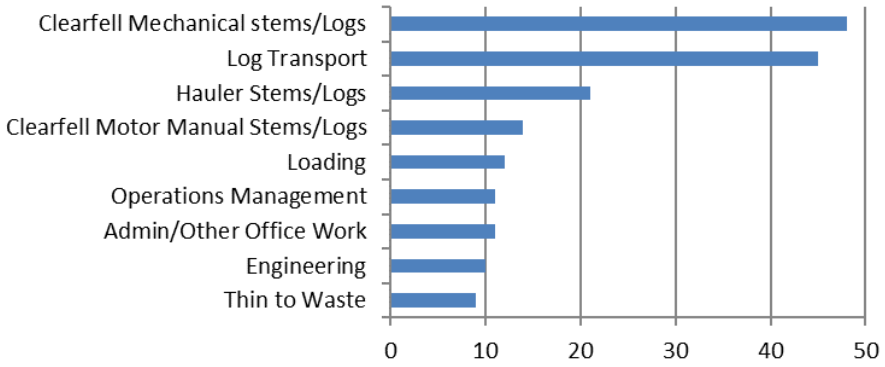

Figure 7. Near Hits By Operation

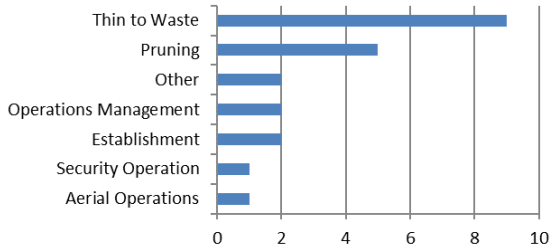

Figure 8. Silviculture Near Hits By Operation

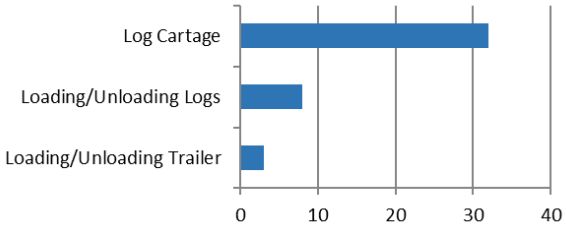

Figure 9. Log Transport Near Hits By Operation

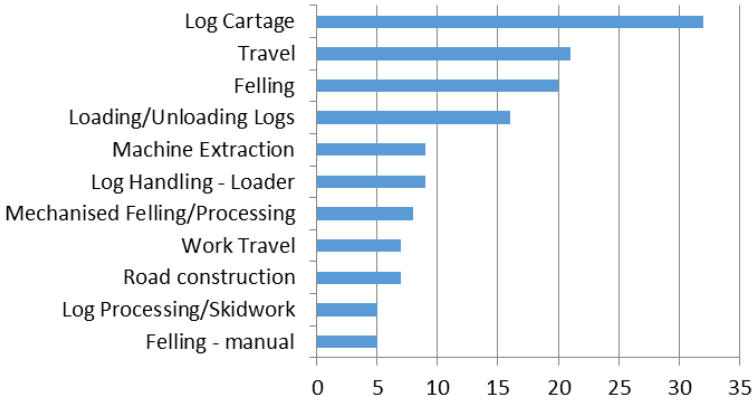

Figure 10. Near Hits By Task

The most frequent 'Log Cartage' near hit event type was 9 occasions where road conditions were poor making truck movements difficult – rough, slippery or poor camber. There were another 8 records where logs were not secured correctly – log outside bolsters, log loads too high, no belly chain. In 7 reports log trucks had to take evasive action to avoid collision There were three occasions reported where poor radio communication resulted in near hit situation.