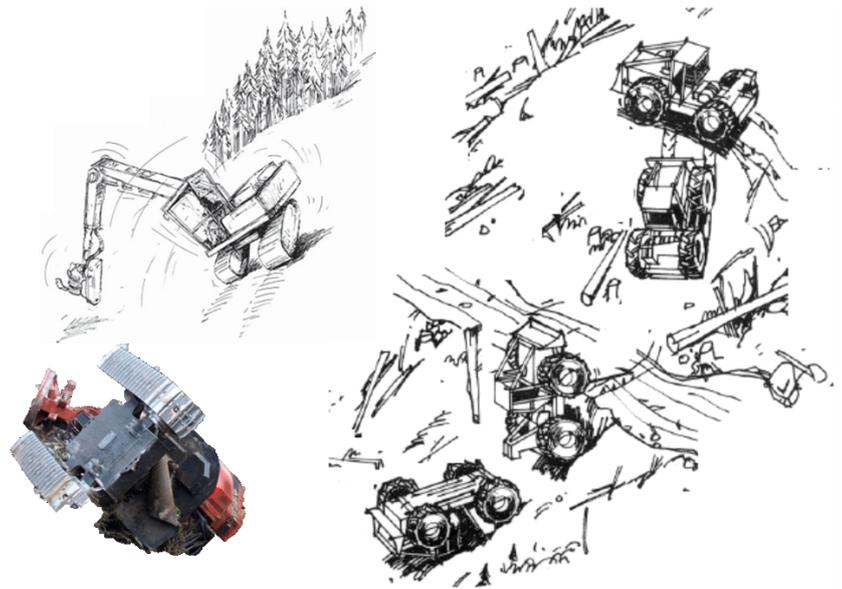


Mobile Plant Escape Hatches?



Most mobile plant usually have at least two ways to get out of the cab when there is an emergency – the main door to the cab and a secondary escape hatch, often positioned in the roof or to the rear of the cab. A recent report and some follow up checking by the crew supervisor have highlighted that some escape hatches are not fit for purpose! This emphasises the risk that a relatively minor incident could become much more serious if, for example, after tipping over the machine caught fire or submerged in water.

Is Your Hatch in Working Order?

FIPS # 8529 “...As the operator walked the machine... it slipped sideways (on Rhyolite) a few metres and tipped over on to its side.” “...After the rollover incident the crew found that the bolts on the escape hatch had rusted shut making it unusable...”



Check Your Hatches – Each Shift!

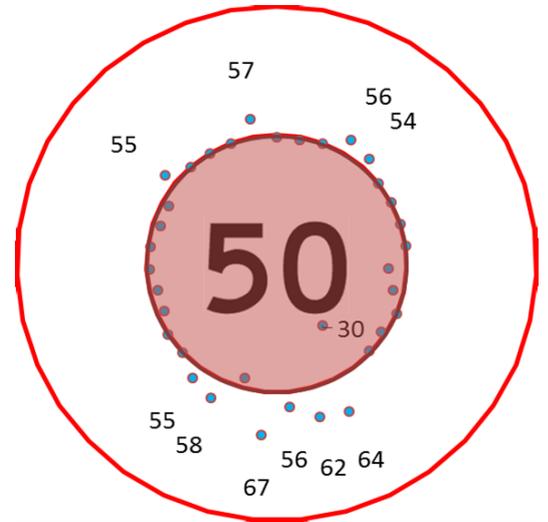
Operators should check hatches before each shift taking care to clear away any debris. Bent or damaged hatches, corrosion or damaged seals, over tight bolts, or even heavy repainting can make escape hatches difficult or impossible to open. Check that the external cab (OPS) does not block the hatch especially following minor damage or modifications. It is a good idea to document these checks in the record keeping system.

Our Top 10 Risks...

Do you have them in your sights?

Recent training in risk management has encouraged us to focus on critical risks – those likely to result in fatal or serious injury!

Fatalities and Serious Injuries (FSI's) tend to occur in four areas: (1) unusual and non-routine work, (2) where there are 'upset conditions', (3) where sources of high energy are present, and (4) in non-production activities e.g. driving to and from work.

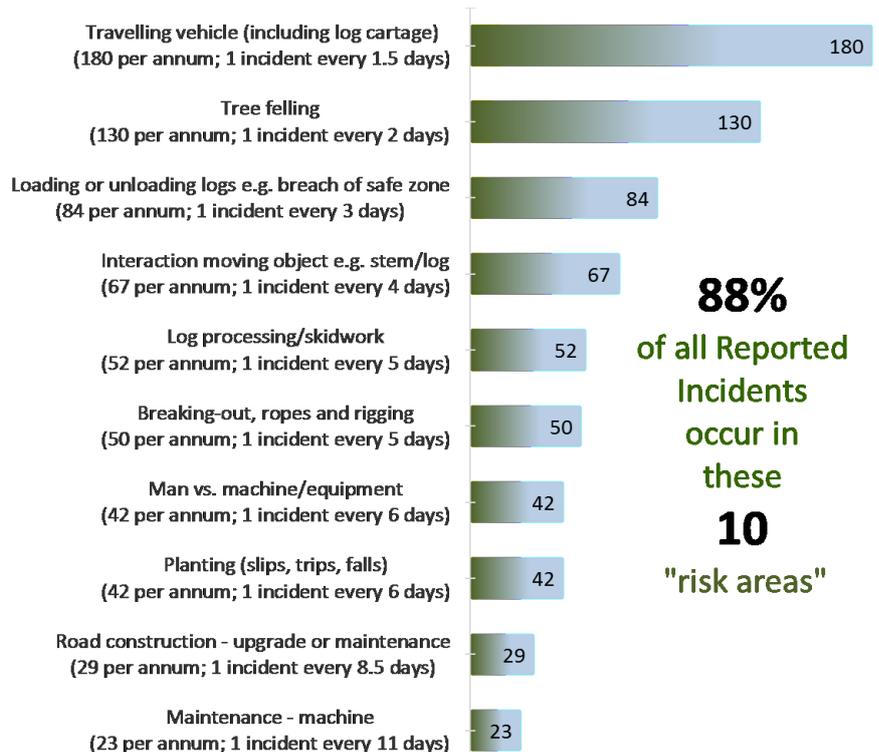


Driving Incidents

We are currently receiving **one driving incident every 1.5 days.**

Speed monitoring, as reported in the graphic (50 kph sign) above shows – **some drivers are still not getting the message!**

Momentary distraction and fatigue have also been identified in crash causes. Why not consider knocking vehicle drivers off 15 minutes earlier to allow some time in recovery!



88%
of all Reported Incidents occur in these **10** "risk areas"

Total Number of Incidents (by category) p/a

**You've given your all to work...
Don't leave your life on the road!**

**3 Things
Driver's say after
the Accident...**
I didn't think
I didn't see
I didn't know

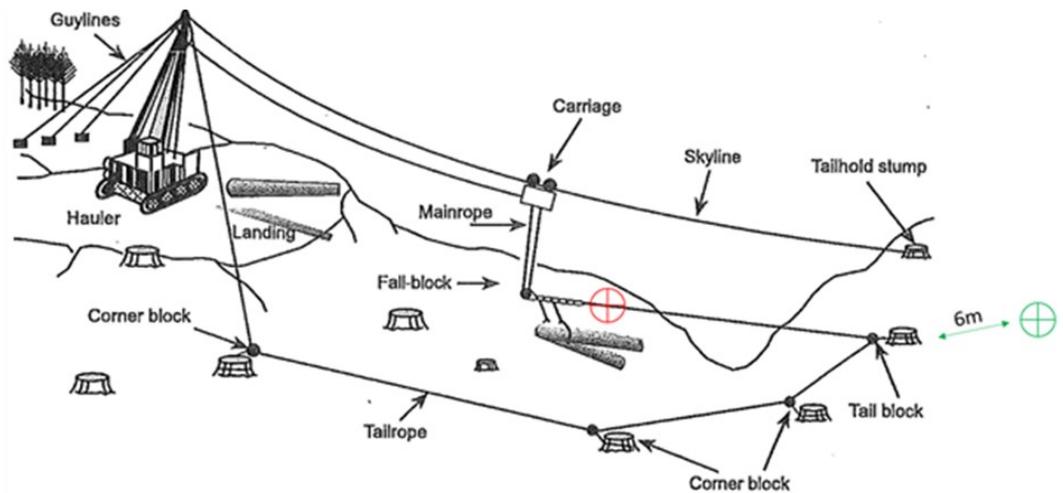
Energy Sources – Cable Harvesting

FIPS 8760 12/04/17 – Serious Harm, LTI.

A breaker-out had moved to the designated safe retreat position, which was 6 meters behind the tail block (see image below). During the in-haul, the tail rope broke, fell to the ground and started coiling up-hill.

As the rope moved through the block, it changed its line and direction to where the breaker-out was standing. Protecting himself, he lowered his head and the rope connected his hardhat knocking the rim down causing fractures in his face.

NOTE: The red cross indicates the approximate location of the break in the tail-rope and the green cross the approximate location of the breaker-out when struck.



Root Causes, Background Information and Findings:

The investigation showed the system, equipment and hauler setup to be compliant. The main rope had no signs of fatigue both on the drum and in the area of the breakage. The tension monitor was away for recalibration at the time, however, there was no evidence of overloading discovered. The breaker-out was fully qualified (1258). He can thank his hardhat for saving him from more serious injuries (actually, the third time a hardhat has saved a worker this year). While there were no breaches of best practice, or rules, PF Olsen’s Zero Tolerance Committee (ZTC) is currently reviewing whether a ‘certified rope inspection’ would be necessary for all ropes aged between 12-18 months. Secondly, if the Company should specify the position a breaker-out would stand in relation to a working block. It will report on its findings shortly.

Is your Equipment up to Scratch!



Winter Conditions Have Arrived!

Winter brings tougher conditions adding an extra level of challenge to forestry work. Not only is the cold, wet and dark harder to cope with from a human perspective, it's harder on our kit as we try and make it complete the same workload as it does in more favourable conditions. We certainly want to make the job as comfortable and productive as we possibly can and that starts with looking after ourselves and ensuring plant and equipment is in tip-top running condition. Here are some things to think about:

- Take a **second pair of boots** to work and **protect leather** boots e.g. with silicone spray.
- Pack a second set of clothes for those wet days, and **don't forget your rainwear**.
- Wear **layers of lighter clothing** that can be removed if the day warms up.
- Remember to pack warm clothing and check that its **Hi-Viz** properties are **in good order**.
- Thoroughly **check equipment** for wear and tear – if at all in doubt replace the item.
- Winter is the time for a '**steady pace**' – not rushing in wet and slippery conditions.
- Take care on tracks and roads – the **risk profile may have altered** for the worse.
- Stay well away from **edges**, which may be sodden and/or give way under load.
- Pay special attention to **washes, streams and rivers** – especially following heavy rain.
- Re-visit information and processes to manage '**Adverse Events**'¹ and check your policy.
- **Drive and operate to the conditions** – generally there will be less traction and visibility.
- **Good tyre tread** is as important on machinery as it is on passenger vehicles.
- Where night work is required, ensure the **level of illumination** is suitable – ACoP p. 23

¹ Refer to the PF Olsen Ltd – Safe OP – Adverse Events see 'Principles for Managing Adverse Events and Making a Policy.'