

Driving – No Room for Complacency!

The HSAW Act 2015, s. 36 states “...The PCBU (read: the principal contractor and the forest manager) must ensure, so far as reasonably practicable, ... (3) (d) the safe use of ... plant... and (f) the provision of any information, training, instruction or supervision that is necessary to protect all persons from the risks... arising from work carried out...”

Those duties require diligence in two key areas;
(1) Regular driver assessment (SBO),
(2) Following guidance e.g. the Safe Ops.



The Safe OP – Fatigue Management, Worker Health and Facilities (attached) encourages...



“...Principal contractors to ... provide (or appoint) extra supervision to cover any work during sleepiness dips – especially for drivers of crew vehicles.” It then asks “are employees required to work for periods longer than 8 hours, and (including travel time) longer than 10 hours? (equating to 40 hours of work per week extending to 50 hours including travel).”

It then advises “...Re-structure the work back to normal (40/50) ASAP” and “Share driving responsibilities or appoint an ‘observer’ driver.” These are just a few of the steps that could be taken!

With Winter Approaching – 5 Point Plan for Tracks and Surfaces...

- [] **Inspect** the block – identify all tracks and surfaces that could be driven across.
- [] **Assess** the tracks and surfaces – clearly making them either ‘go’ or ‘no-go’ zones.
- [] **Record** – the ‘zones’ clearly, e.g. on a map and attach this to the work prescription.
- [] **Adjust** – use a [Track Risk Assessment](#) tool – this is a decision support tool (provided by PF Olsen) for when things change e.g. if unfavourable weather sets in.
- [] **Monitor** – physically check conformance with the rules and the plan in place.

LTI Caution – Watch Your Footing!

Take a moment to check your environment ... and footing...

Noggin #769 23/02/18: Walking out to have lunch, a worker stepped into a hole twisting his knee. The hole, created by an old rotted-down thinning stump, was knee deep and proved treacherous to this worker. He was taken to hospital and his leg was placed into a brace. He has not been able to complete light duties and will likely require an operation to repair damage to his knee.



“... You can’t eliminate all mistakes so focus on reducing the consequences of mistakes.” “...You are going to have 10 minutes of dopey time, every hour in every individual ... so just tidy up and people won’t get hurt!” **Prof Tim Marsh**



Noggin #452 12/10/17: A worker stepped out of the container onto uneven ground and sprained his ankle. This incident resulted in lost time for the individual concerned.

Most slips and trips do not result in serious injury, however, some have life changing consequences ... particularly for older workers!

Generally, as we age, flexibility and nimbleness decrease, and our eyesight and hearing diminish. The workplace becomes a fertile breeding ground for slip and trip incidents.

Professor Tim Marsh, a safety culture expert, reminds us that even the most able amongst us have lapses of concentration – as he says “... sometimes up to 5 to 10 minutes of dopey time in every hour.” In response, one of the most proactive approaches we can take is to make our immediate environment safer by removing hazards, obstructions and dodgy objects that we can trip over or fall off. Take a few moments to look around your work site. Are we persisting with a dodgy entrance to a container? Are older workers struggling with access and egress?

Why not take a few moments to make your environment safer...?

LTI Critical Risk – Maintenance



After tree felling and pruning accidents, the Q4, 2017 IRIS data summary notes “...there were ten lost time Maintenance-related injuries. Of these 10, six were sustained to either the hand or foot area of the body. Two were associated with the use of a sledgehammer.”

If we include setting up signage, re-spooling wire rope and refuelling, then around 30% (11/35 in 2017) of the Company’s harm accidents are also occurring in the maintenance category.

Here are some things we have learned in our investigations to make maintenance safer:

- Stop the engine and release all hydraulic pressure – engage all safety lock-out devices.
- Keep pockets free of things that can fall out and don’t leave items where they can fall.
- Never work below an object that could fall – use jack stands as stable supports.
- If possible, always complete maintenance as a team even if one person stands guard. If maintenance involves a running engine always use two people – one to shut the motor down if required.
- Do not try to lift large, unwieldy, slippery or heavy objects by yourself – get help!
- Use the correct tool for the job – foolishness is trying to undo a nut with a sledgehammer!
- Wear the appropriate PPE – gloves especially and change these as often as needed.
- If outside of your capability call in an expert having the right tools and training.