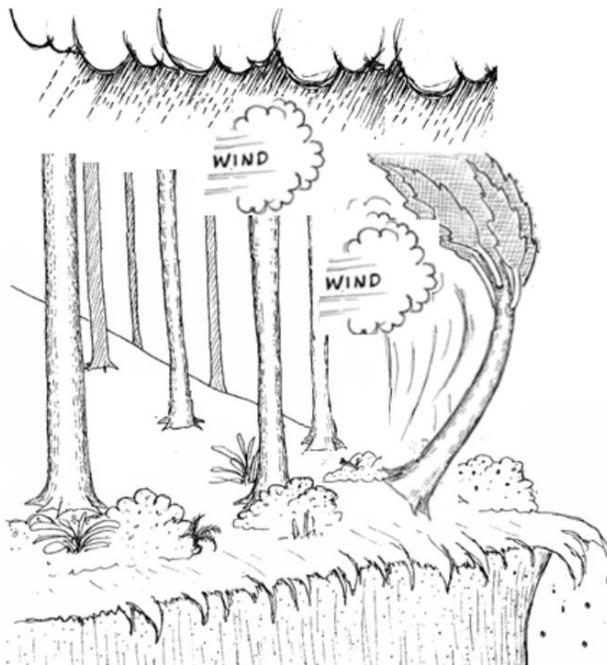


# Trees & Wind Events – Is Your Immediate Work Area Safe?



The **Approved Code of Practice** at clause **13.1.2** states “...All hazardous trees within reach of the landing shall be removed **before operations begin**. Particular attention shall be given to trees that are:

- leaning towards the landing
- on the prevailing wind side
- disturbed during landing construction.”

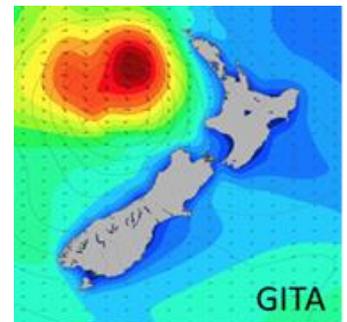
**NOGGIN INC1213** 21/07/2018 – Property Damage (Hazard Report)

**Description** – Bad weather caused trees to blow over at the back of the skid and one landed on the shovel machine crushing it.

**NOGGIN INC970** 10/04/2018 – Near Hit (Hazard Report)

**Description** – A sudden isolated wind gust uprooted a tree along the boundary of the standing neighbouring block narrowly missing the head breaker-out when it fell.

As these reports indicate, tree-fall incidents are increasing and coinciding with periods of wet weather and storm events.



## Identify and remove at-risk trees!

We expect storm events will increase both in intensity and frequency and therefore we must remain vigilant to spot and then remove at-risk trees. The main areas of concern are large dead branches in the tree, heavily leaning trees, trees above batters (where roots may have been disturbed), around newly opened felling faces, and/or skids and landings.

# Mandatory Observer – Changes!

In 2016, following a period of trial, PF Olsen introduced its mandatory observer policy. The policy was an appropriate response to managing risks in manual tree felling, and there were several other benefits, including:

- Reducing tree feller fatigue by sharing the load.
- Providing a great environment to train new tree fellers.
- To help maintain manual felling capacity especially as more operations turn to mechanisation, and
- To enable immediate emergency response.



Many of our Contractors have expressed appreciation for these benefits, however, installing and maintaining the mandatory observer policy hasn't been warmly received by all. In some regions our Contractors have grappled with the policy saying that an observer is not necessary where the felling risk is lower and that labour shortages are a key issue for them.

Additionally, while the 'Faller Observer Survey' did not indicate a strong preference to dispense with the mandatory observer policy, there was sufficient feedback to drive a re-structure and add some flexibility into the policy. This has resulted in the proposal below, which aims to (1) increase the focus on qualifications, and (2) allow a principal Contractor to determine when the risk would be such to permit a Certified L4 tree feller to work alone.

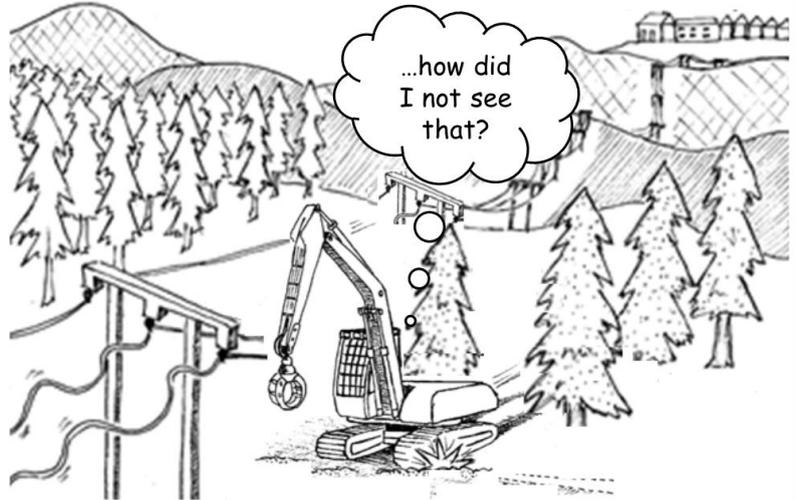
## Managing Risk – 3 New Rules Proposed!

1. From the 1st of January 2019, manual tree felling shall only occur when a Safetree Certified L4 tree feller (CL4) is on the felling face – either felling, supervising or training.
2. A level 4 tree feller shall be available to the CL4 tree feller at all times – but is only required to assist/observe when the CL4 tree feller is felling difficult trees, felling in hazardous areas, or when carrying out an unplanned multiple tree drive (or unsuccessful one-onto-two tree drive).
3. Any Contractor wishing to allow a CL4 tree feller **to work alone** shall first prepare a **Felling Risk Assessment Process** (FRAP).

**NOTES:** A FRAP would be similar in design to the process used currently to manage and control breaking-out in harvesting – see ACOP 12.2.22 – including that the FRAP must be first approved (agreed to) by the required Company representatives. These 3 rules, along with supporting information, are currently out for consultation and will be finalised shortly.

# ⚡ Live Power Lines and Fatigue! ⚡

What happens when a safety conscious machine operator, recovering from a two week-long illness, works 9 hours in a high-risk, high-concentration task?



NOGGIN INC1204 23/07/2018 (3:00pm) – Property Damage.

**Description** – A machine operator, having successfully completed a day of felling around live power lines, noticed that he still had the RT belonging to the road controllers. Distracted, and momentarily forgetting about the power line, the operator proceeded to walk the machine down an old haul track. He suddenly heard a loud bang and immediately realised he had hit the power line with the boom of the machine.

## Learning from our Fatigue Science Project!

**Contributing Factors** – The investigation identified three areas of interest:

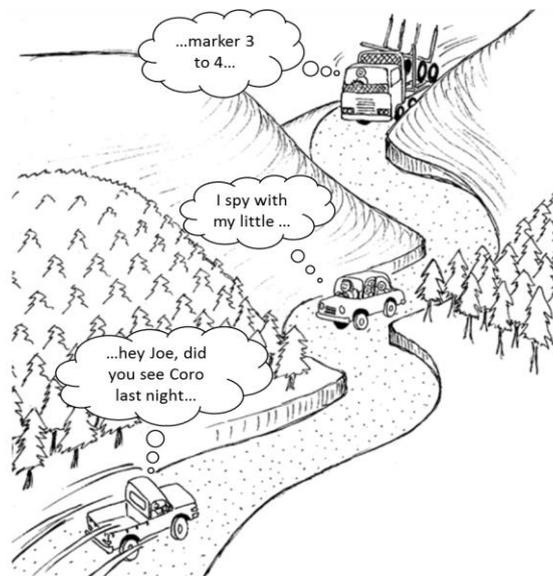
- Using the old haul track that was positioned in the standing trees was not identified as a potential risk – this could have been isolated with a physical barrier to prevent inadvertent use!
- The operator was recovering from a cold and had not been sleeping. This was unknown to the principal Contractor. Interestingly, our **Fatigue Science Project** has also made us aware that **fatigue levels rise and are at their most critical point just after work finishes and especially for machine operators who have been working at high-risk, high concentration tasks**. This incident shows the importance of communicating about any matter that could impact upon our physical capabilities and the organisation of work. Practically, fatigue situations may be averted/lessened by spreading the load e.g. by ‘substituting in’ fresh workers or by ‘limiting the time’ a worker/operator can spend completing a high-risk, high concentration task.
- For the operator, having to return a radio became the focus and a distraction – essentially an upset condition. Encourage workers to ‘take 5’ rather than give in to impulsive decision making.

# Road Travel – How’s it Going?

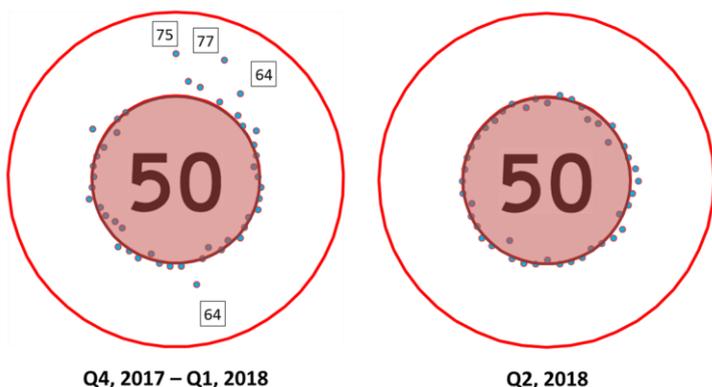
## Keep the Focus Up – Cement the Improvements...

The two graphs below, which relate to work completed in the Central North Island (CNI) shows speed points overlayed onto 50kph signs (where 50kph is the forest speed limit). The Q2, 2018 graph shows the first ever totally clear month i.e. all speed capture points are below the threshold plus tolerance – (55kph).

**This is great work everyone** because, as we all know, road travel is our greatest risk!



In the year to the 30<sup>th</sup> of June, PF Olsen received 192 ‘travelling vehicle’ incident reports (including log cartage) and three involved serious injuries. While we are not trying to reduce reporting (as such), we are keen to apply ourselves to new strategies and initiatives – to make our roads and driving on them much safer – with specific training for our drivers.



## Driver Training – Q3

We are currently in discussions with Forest Training New Zealand (FTNZ) – to provide and run an in-forest training program for appointed drivers in Contractor crews. This training would be centred on forest roads, using a mix of one-on-one and group training. The training content will include:

- An in-cab driving appraisal – e.g. a review of driving along the forest roads,
- A group classroom session – based on practical risk assessment and road hazard ID, and
- Providing practical feedback – including driving tips e.g. on where the individual driver could improve; on the technical and safety features of the vehicle being driven, and (where appropriate) demonstrating safety techniques.

**NOTE:** We plan to commence training in September for approximately 144 CNI based drivers before extending the programme out to the regions.