

A Safety Message from the CEO

Aspire to Better

Having just completed my first month in the role, to those I've had the opportunity to meet I'd like to say thank you for the warm welcome and generosity of your time and honest feedback. To those I haven't yet met, I look forward to it.

The professionalism, pride, and commitment to PF Olsen is very clear. This, along with a sense of optimism provides the foundation to build on our distinguished history!



Working to create value for our clients; our staff and contractors have established a unique reputation of quality outcomes in the environment and community that contribute significantly to our legitimacy to operate or social licence. As a result, we face significant challenges ahead to sustain our ongoing social licence and goodwill.

Targeting mere compliance is highly unlikely to provide us with the social legitimacy to continue to operate in the same manner. This will call for a shift in our thinking and focus and an authentic commitment to exceed on our current compliance standards. How will that happen? As a start, it will require commitment and urgency around the following:

- **Client focus** – understanding and anticipating our client needs, delivering on our promises, and exceeding their expectations.
- **Community Outcomes** – delivering socially acceptable outcomes for the local and wider community stakeholders whose goals are not aligned to legislative norms.
- **Courage** – the courage to engage and confront our processes, industry, and clients to set aside compliance as a target and aspire to better.

By aspiring to be better, we embark on a journey that may prove difficult, but will bring about change that will ongoingly benefit us individually, socially, and professionally.

Te Kapunga Dewes

Minor Injury – Return to Work

Background – Noggin INC1338 01/09/18

While checking log lengths during quality control, a worker walked on top of a log and slipped. He landed chest first onto a log end hurting and bruising his ribs.

The QC worker, an industry trainee was not wearing spiked boots and the seasonal sap flow made the logs slippery. What could have prevented this injury from occurring and the resulting time off work?



Learning from this Incident...

With the onset of warmer ‘spring’ conditions tree-sap starts running causing freshly cut logs, that have little or no bark, to be slippery. While spike boots provide better grip, wherever possible, workers should walk alongside the log or stem rather than on top. Machine operators can also assist ground workers by spacing the logs apart to enable quality checking from alongside – also see page 6.

The second learning is to do with injury management practices. While it is not our intention to encourage the ‘walking wounded’ back to work, sometimes an injury is relatively minor and doesn’t require any time off work. In fact, the [medical consensus and research](#) shows that remaining at work, on light (alternative) duties may be best and that our health and welfare are generally improved by staying at work during our recovery. How can we take advantage of this information?

- [] Have a positive and proactive attitude toward Return to Work (RTW) procedures.
- [] Produce a RTW procedure and help employees understand what to expect if injured.
- [] Plan in advance the light duties available in your operation – including training.
- [] Always accompany (and drive) an injured employee to the medical centre.
- [] Explain the RTW policy to the medical professional including the light duties available.

Truck Rollovers – What's Up!

“Logging trucks rolling down our rural roads and terrifying our residents”

This comment was heard on a recent radio program (Oct. 2018) and was about the current situation in Northland, however, the comments reflect a growing sentiment for logging transport in every region. As John Bain, chairman of the Northland region’s transport committee has said: “The crashes involving logging trucks since December is a very poor statistic and the trucking industry should be taking note of that.” NZ Herald – 30 Aug.



What’s up at PF Olsen?

An analysis of PF Olsen data shows that incidents are not just occurring in Northland, rather across New Zealand in no discernible pattern. And, the number of events that have occurred year to date 2018 are both staggering and worrying!

Our data shows that we have sustained **11 rollovers** and **16 further ‘loss of control’ events** e.g. where a truck has slid off a road or into a bank, nearly, but not rolling over!

Contributing Factors?

Road Transport Forum chief executive Ken Shirley makes a valid comment when he says “...Northland in particular has challenging roads but the **basic requirement for drivers to drive according to road conditions and factors such as fatigue and speed** are the same as with other drivers”. We support these points and encourage full focus on them!



Recent Incidents Point to Work



Mike Spiers (of the LTSC)¹ has made the following comments:

“The two incidents noted below, while still under investigation by the Police Commercial Vehicle Safety Unit (CVSU) are part of a concerning trend of rollover incidents. After a long period of relative calm, we find ourselves with many more incidents than we should. The Log Transport Safety Council (LTSC) is reviewing the data, particularly the regional spread of the incidents to understand if training e.g. the [A Pathway To Success](#) training programme is leading to better outcomes in the areas where this has been delivered. The LTSC has also published the [50-max HPMV](#) brochure to help educate drivers of these units. While most of our rollovers have not resulted in injury and have been out of public view, some more recent incidents have been very high profile and have either seriously harmed the drivers or could have had dire impacts on public safety under slightly altered circumstances! One thing we do know, driver training and education are essential!”

Background – Noggin incident INC1324 27/08/18

A loaded logging truck on its second and last round was traveling on SH35 just west of the Haparapara Bridge, near Omaio forest. The trailer tracked into the water table and the driver lost control of the unit, which rolled over spilling its load across both lanes. This was the second such incident that day occurring within kilometres of each other!

Background – Noggin incident INC1329 31/08/18

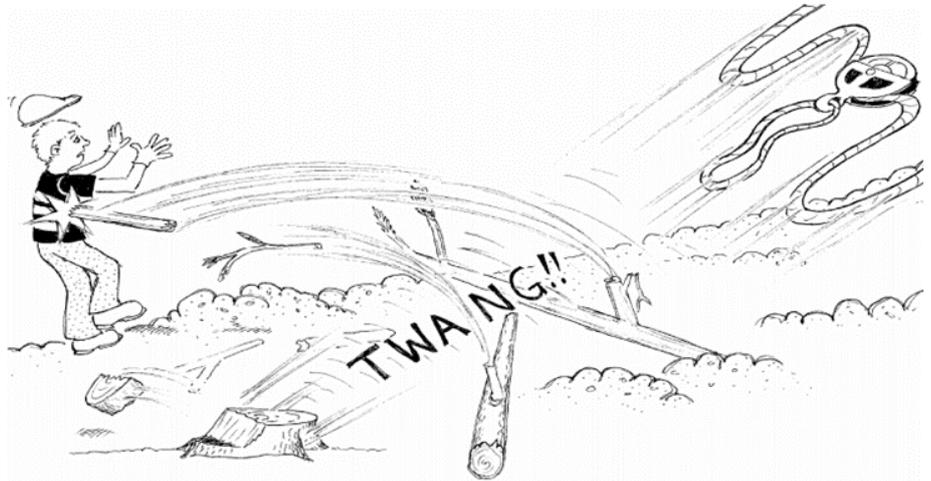
A loaded truck rolled its trailer onto its side at the Hemo George roundabout in Rotorua. The logs dropped onto the road and down across a walkway tunnel, which is located beneath the roundabout. Fortunately, no one was walking or cycling through the tunnel at that time!

¹ Mike Spiers, Regional Manager, PF Olsen Ltd, is a current serving member of the LTSC and a former log truck owner driver. The LTSC can be contacted as follows: **Bruce Nairn – LTSC Secretary** | TEL: +64 027 943 695 | Email: ltsc@logtruck.co.nz

Serious Harm – Breaking-out!

**Background – Noggin
INC1281 20/08/18**

A breaking-out team of 3 had just completed a line change. The head breaker-out (HBO) positioned himself 17-meters behind the block as he observed the tail rope passing through before re-starting extraction.

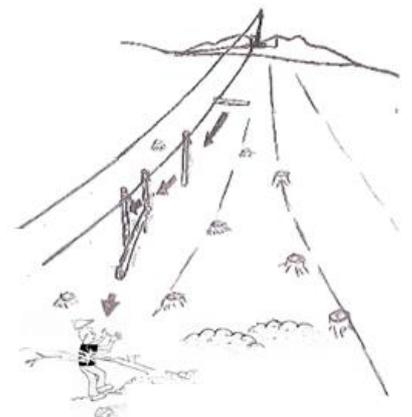


A piece of log was disturbed by the returning rope and slid down the rope gaining momentum. The piece of wood eventually end-for-ended toward the HBO and struck him fracturing his arm, dislocating his elbow and puncturing his lung.

Qualifications and Experience – 10 years plus; L4 Unit 1258 – Coordinate breaking-out for a cable harvesting operation; L4 Unit 17771 Carry out line shifts in a cable harvesting operation.

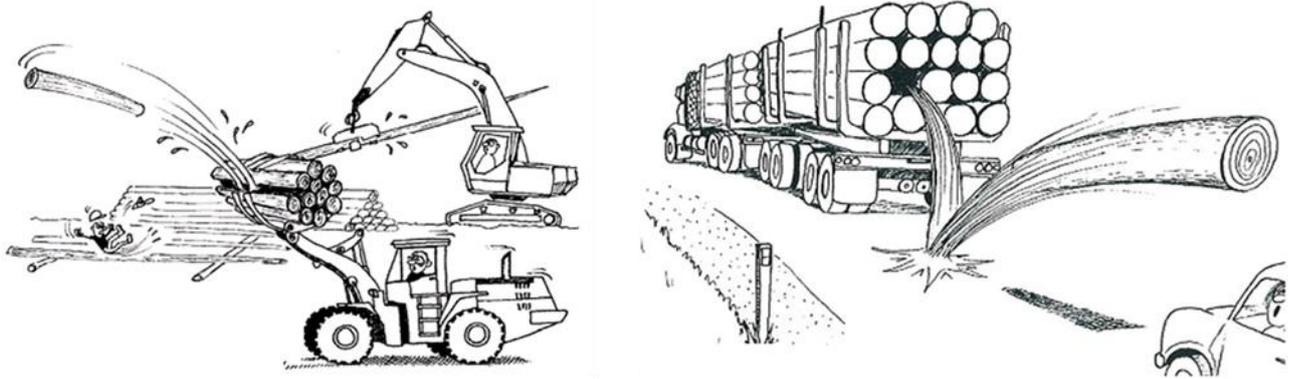
Immediate and Root Cause Factors – The HBO was undertaking a standard practice – observing the safe functioning of the working block prior to re-starting.

Technically speaking, the HBO was standing in a safe position to do this observation. However, the contact (and subsequent injury) points to the need for a safer observation position and guidelines to direct the thinking of the breaker-outs in such circumstances. This work will be completed as a project.



Zero Tolerance Committee Project – Components:

- Secure two Contractors and a team of HBO’s – to review and comment on this incident.
- Consider options that would make the ‘observation position’ safer – including tools e.g. binoculars or drones. Develop a guidance document for working around blocks.
- Gain wider/regional approval (through the Zero Tolerance Committee) to publish the project results – for example as an addition to the Safe OP – Safe Retreat Position.



Spring Sap Run = Slippery Log Season!

With the **onset of spring**, there is an **increased sap-flow** in trees and logs are more slippery especially with the bark removed during mechanised operations. It's no surprise then that 'slipping incidents' have already started to appear! This is a friendly reminder to **review our management controls** for dealing with the spring sap run – see examples:

1. Carry less logs in the grapple or loader beak.
2. Pay careful attention to log taper, setting a level and even bed for each truck packet.
3. Ensure an even crown and good contact between all “top-logs” and the securing chain and/or belly strop; where the latter is a requirement.
4. Load out the oldest logs first and double-check load security.
5. Drive slowly and evenly on difficult road sections – avoid heavy braking.
6. Groundworkers – avoid walking on logs even when wearing spiked-boots and stay well clear of loading and fleeting machinery.

Choose Wisely...

With daylight saving here, warmer weather expected and busier lives than ever it is also time to focus on what's important and to give ourselves the best possible shot at work and family life! **Here are 5 things** guaranteed to help us out – get 7 hours' sleep (min.), exercise (10,000 steps), eat 5 a day (fruit & veg.), make time for family, and laugh with your mates.

