



# INDUSTRY SAFETY ALERT

## Safety Alerts from New Zealand

The terminology may differ, but forestry harvesting operations in New Zealand experience the same challenges and hazards that can be found in BC's logging industry.

Scroll through the following pages to learn more about numerous safety issues, in this series of Alerts as provided by [SafeTree New Zealand](#):

- 1) Excavator-Roll-Over
- 2) Machine-Roll-Over-Emergency\_Exit-Blocked
- 3) Lone-Workers-Sinkhole-Hidden-Hazards
- 4) Failed-Cable-Gantry-Operations
- 5) Changing-Chain-on-Processor-Head
- 6) Mechanic-Fatality-Hydraulic-Hose-Repair
- 7) Loose-and-Missing-Wheelnuts
- 8) Cutting-Corners-on-Forestry-Roads

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[Click here](#) to access this safety alert from our website.

BCFSC welcomes all incident or near-miss submissions. If you have an incident you'd like to share or would like to subscribe to the **Industry Safety Alert** [click here](#). BCFSC will review and remove all identifying information to protect your privacy.

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Disclaimer: Industry Alerts are voluntarily submitted by workers or companies. We encourage the sharing of information that can help improve safety for all workers. The BC Forest Safety Council is not responsible for accuracy of content.



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## MACHINE INSTABILITY



**An incident occurred where an earthmoving excavator tipped over while developing a skid.**

In this incident the machine operator had picked up a stump and as the machine slewed to place the stump, the ground beneath slumped on one side and the machine lost stability and tipped over.

The operator was unharmed due to wearing a seat belt.

From the investigation findings, these things should be remembered when operating tracked machines in the forest:

- Wear your seat belt. Even on flat ground!
- Keep your centre of gravity low by keeping your machine boom and attachments low, especially when slewing.
- Pay attention when working close to the edge of any area where the ground could move underneath you.
- Ask yourself - is the ground compacted enough? Make this a priority before you start working there.

***Stable ground, low centre of gravity = Stable machine.***

## MACHINE EMERGENCY EXITS



**An incident occurred where a felling machine tipped over and the emergency exit could not be used.**

In this incident the machine ended up in a position where the operator could not get out quickly. The operator was unharmed due to wearing a seat belt but due to fire risk the decision was made to cut the margard window to get him out.

Getting out of a machine in an emergency is something we all need to have a plan for. Please discuss the following with everyone:

- If the exits of a machine are blocked how will you get the operator out? Are there bars, guards that need to be considered?
- What equipment is on site to break glass or cut margard?
- If you need to cut margard, how will you keep the operator inside the cab safe?



- Do you realise that cutting margard is easier than you might think? In this case a chainsaw was used.
- What will you do if the operator is injured or unconscious? How will this change your plan?
- In the case of a fire, the urgency to get your operator out will increase. Having a crew plan that you all know will help with the speed and action of everyone.
- Have you checked your machine emergency exits lately? Are they clear of objects? Are the latches complete, unbroken, and work?



***Please everyone - Carry out an emergency drill about getting operators out of machines and make a crew plan.***

# PF Olsen Toolbox Safety Alert 45

<b>Date:</b> February 2022	<b>Focus Group:</b> Lone Workers
<b>Topic:</b> Worksite Risks, Hidden Hazards	<b>Issued by:</b> Craig Fisher and Andrew Shelton

**Background and Incident:** A forest manager was completing survival assessments of seedlings following an aerial spray-releasing operation. Dead rank grass obscured the seedlings and a sink hole (tomo, under runner). Completely focused on the task and unaware of this property hazard the manager fell into the sink hole, right up to his chest.

**Injury Details:** Minor back strain.

**Risk Awareness:** Hidden ground hazards have a high potential for harm including fractures, concussion and/or entrapment in the sink hole. If a worker falls into one they may not be able to summon the assistance they need.

**Safe Behaviours:** Where site hazards are known, ensure all PCBUs are made aware of them. Consider how these hazards, such as sink-holes, might be present or appear after heavy rainfall. Understand how the hazards could impact on a lone-worker with limited communications, in the summer heat and under time pressures.

Ensure realistic controls for safe outcomes:

- Increase awareness with signage – on gates, fenced off area, stand maps and files.
- Be mindful of ‘upset conditions’ and any pressures that change the ‘riskscape’.
- Be mindful that temperature extremes sap energy and lower concentration.
- Take five minutes to assess the likely risks and review the mitigations.
- Never work without a means to summon assistance (e.g. Garmin Inreach).

**For Site Manager:**

Print and complete the following:

1. Discuss with employees/operators: ☐
2. Place on site notice board or in file: ☐

**Site Manager:** \_\_\_\_\_ **Date:**    /    /  
(initials)





# HEALTH AND SAFETY ALERT

**DATE: 10/02/2021**

**PERSONS INVOLVED: All Drivers**

**ISSUED BY: Tania Dickinson – Health and Safety Co-ordinator, Aztec FTD**

## Gantry Operations

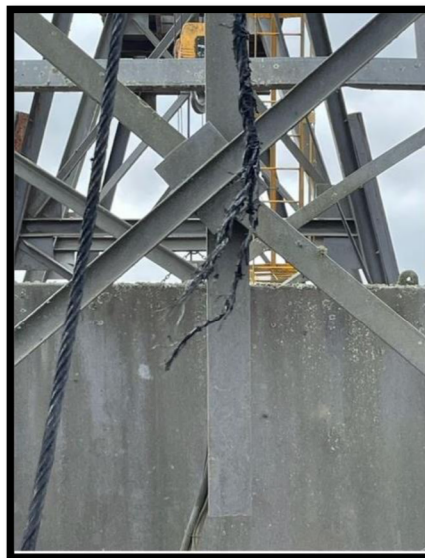
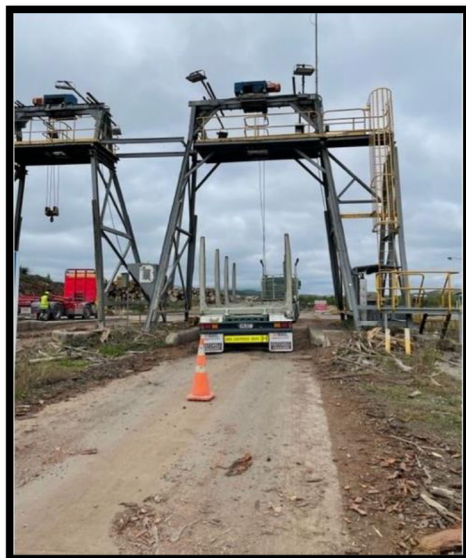
Yesterday an Aztec driver was involved in a serious incident at a gantry where the gantry cable has failed, causing the trailer to drop to the ground. At the time, the trailer has been raised to loading height, in preparation for the truck to be backed under the trailer. Fortunately, the driver was in the correct position, away from the raised load when the incident occurred. The driver had been inducted into the safe use of a gantry and had been following the safe operating procedures.

This is a reminder to all staff about operating procedures when using a gantry

- When putting a trailer up, drivers shall ensure that they do not jeopardise personal safety.
- Drivers will not position themselves under the chassis of the trailer
- When rotating the dolly, ensure trailer is lifted only to a minimum height in which to complete the procedure safely
- Please be observant of the deterioration of lifting cables or any exposed wires and report it immediately
- In case of emergency make sure you are familiar with the location of the hoist isolation box

If you think that the equipment or machinery is not up for the job, then stop operations immediately and report it.

**Do not - under any circumstance- place yourself under a raised load**



**TO: All workers**

**Date November 2021**

**Re: SAFETY ALERT – Safety when changing the chain on a processing head**

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Through conducting different audits and Safety observations it had come to light that more is needed around the safety requirements when changing a chain on a processor head.

Below are some requirements that must be followed at all times.



- **YOUR MUST ensure the machine is turned off before starting the process of changing the chain.**
- **YOU MUST shut down (isolate) all energy sources to the machine and processing head and release (de-energise) all stored energy within the machine and processing head before starting the change process.**
- Ensuring there is zero energy before starting the process will prevent any parts of the machine or processing head from moving unexpectedly.
- You must ensure the locking pin is in place before starting the change process.
- All workers who are required to change a chain on a processing head must be trained in the process or supervised if under training until deemed competent.
- If performing any maintenance on the machine you **MUST** ensure you have engaged a Lock out Tag out process before commencing any maintenance process.

If you have any questions regarding this alert, please contact Don or Veronica.



## SAFETY ALERT

# Crew Mechanic Fatally Injured undertaking Hydraulic Hose Repair

Jan 2022

### Circumstances

*The wheeled loader main hydraulic pressure hose failed requiring replacement.*

*To allow access to the main hose valve, residual fluid pressure to the loader boom's lift and tilt features was released. The boom was then raised with assistance of a second machine allowing the grapple to flop to a natural position, then lowered and supported by the loader's grapple tine tips. After the mechanic started work under the boom, it slumped unexpectedly and fatally pinned the mechanic.*



### Risk Management

- *Review all raised object risks in your business. Use a tailgate meeting or H&S meeting to review these hazards and your business's controls. Involve your employees. This means any plant or equipment that may need to be raised or supported to allow someone to work under, inside or beside it.*
- *Ensure all persons exposed to such risks know the steps to eliminate the risks (ie: your Hazard controls and/or R&M processes). These steps will vary from machine to machine, the type of repair or maintenance task and the method recommended by plant supplier, manufacturer or risk assessments.*
- *Change Management – plant, equipment and practices evolve over time and sometimes a repair needs a slightly different approach. It's good practice to revisit existing safety plans and controls when unusual work conditions are experienced.*
- *Ensure you are familiar with secondary support devices. There may be more than one option. Consider your choices carefully.*

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**Disclaimer:** This accident is still under investigation. The information provided has been done in good faith to provide other forestry businesses with an opportunity to consider the risks associated with raised object and repair and maintenance risks that are encountered on a regular basis. The information provided is not intended to attribute blame or failure to any party associated with the accident.

Alert released by Button Logging & Rayonier Matariki Forests – 18 Feb 2022



# PF Olsen Toolbox Safety Alert 44

<b>Date:</b> January 2022	<b>Focus Group:</b> Company Vehicle Custodians
<b>Topic:</b> Regular Vehicle Inspections	<b>Issued by:</b> Craig Fisher

**Background and Incident:** An unusual rattle has led a Ute driver to stop and inspect their vehicle. Both rear wheels were found to have loose or missing wheel nuts. One wheel stud had completely shorn off. Four new tyres had recently been fitted by a reputable tyre company.

**Injury Details:** No injuries – but very high potential for harm or vehicle damage, including to nearby members of the public.

**Risk Awareness:** The loss of a wheel during travel would destabilise the vehicle and make it hard for the driver to properly control, leading to a rollover or a collision.

**Safe Behaviours:** Company Vehicle Custodians get to know the feel and sounds of their vehicle and can stop safely and check anything unusual. Regular vehicle inspections can help to identify broken, loose or malfunctioning parts and the results of poor servicing. PF Olsen vehicle custodians are required to [Inspect A Company Vehicle](#) in tandem with servicing. If done before, necessary repairs can be included, minimising the need for further downtime. While still at the service centre, look over the repairs to ensure all parts are correctly fitted, lids and caps replaced and tools removed. Stop vehicle use if something appears out-of-order – instead, call your local vehicle service centre/dealer or colleagues for assistance.

**For Site Manager:**

Print and complete the following:

1. Discuss with employees/operators: ☐
2. Place on site notice board or in file: ☐

**Site Manager:** \_\_\_\_\_ **Date:**    /    /  
(initials)



**TO: All workers**

**Date August 2021**

**Re: SAFETY ALERT – Cutting corners**

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Driving is a critical risk within all forests managed by NZFM.

Since the beginning of this year, we have had various incidents where drivers have cut corners while driving in the forest resulting in serious near misses and property damage.

There is a need to remind **ALL** drivers (light and heavy vehicles) that cutting corners on any road is dangerous and it is only a matter of time before someone is hurt or killed.

Can you PLEASE meet with all your drivers and let them know that cutting corners while driving on any road, both in and out of the forest, is dangerous and unacceptable.

Anyone driving in any forest and on public roads **NEEDS TO DRIVE TO THE CONDITIONS, THIS MEANS NAVIGATING A CORNER IN A SAFE MANNER.**

The roads in the forests which NZFM manage are some of the best forestry roads in the country so there are no excuses for drivers navigating corners in an unsafe manner.

All corners need to be approached with caution (with the assumption there is another vehicle / truck approaching) and treated with the respect they deserve. NZFM endeavours to ensure all roads are up to a safe standard for all vehicles to travel on.

If you see a problem or think that a particular part of a road is unsafe then let us know and we will assess it.





**Safety on the roads is everyone responsibility.**