

BUSH BULLETIN

Bush serious accidents May 1994

Logging

Serious accidents 21

| Activity | Cause | |
|--------------------|--------------------------|-------|
| Felling | 6 Hit by falling object | 4 |
| Trimming | 4 Hit by moving object | 9 |
| Crosscutting | 1 Hit object | 1 |
| Breaking out | 1 Contact object carried | 1 |
| Stropping up | 1 Slip/slide | 2 |
| Skid work | 2 Trip/stumble | 1 |
| Loading | 1 Kickback | 3 |
| Driving/operating | 3 | |
| Helicopter logging | 2 | |
| | <hr/> | <hr/> |
| | 21 | 21 |

| External agency | Type of Injury | |
|-----------------|-----------------|-------|
| Chainsaw | 4 Fracture | 6 |
| Branch | 1 Sprain/strain | 5 |
| Log | 7 Laceration | 2 |
| Tree | 4 Bruise | 2 |
| Skidder | 1 Crushing | 3 |
| Part of tree | 1 Multiple | 3 |
| Rigging | 1 | |
| Vehicle | 1 | |
| Scrub | 1 | |
| | <hr/> | <hr/> |
| | 21 | 21 |

Body part

| | | |
|-------|------------|-------|
| Head | 2 Back | 1 |
| Arm | 1 Leg | 7 |
| Hand | 1 Foot | 1 |
| Trunk | 2 Multiple | 6 |
| | <hr/> | <hr/> |
| | | 21 |

Forestry and tree work

Serious accidents 8

| Activity | Cause | |
|-----------------|--------------------------|-------|
| Planting | 1 Hit by moving object | 1 |
| Pruning | 4 Hit object | 1 |
| Thinning | 2 Contact object carried | 1 |
| Survey/plotting | 1 Slip/slide | 1 |
| | Trip/stumble | 2 |
| | Mechanical malfunction | 2 |
| | <hr/> | <hr/> |
| | 8 | 8 |

| External agency | Type of Injury | |
|-----------------|-----------------|-------|
| Shrub | 1 Fracture | 1 |
| Handtool | 1 Sprain/strain | 1 |
| Stick | 1 Laceration | 1 |
| Tree | 1 Bruise | 3 |
| Terrain | 3 Puncture | 1 |
| Ladder | 1 Multiple | 1 |
| | <hr/> | <hr/> |
| | 8 | 8 |

Body part

| | | |
|----------|------------|-------|
| Head | 2 Trunk | 1 |
| Shoulder | 1 Leg | 2 |
| Hand | 1 Multiple | 1 |
| | <hr/> | <hr/> |
| | | 8 |

The above accidents were reported to Health and Safety Inspectors (Bush) during May 1994.

Publications and Codes

Over the next year we are aiming to produce three double-sided Bush Bulletins per month. What about putting something together for a Bush Bulletin or even part of a Bulletin?

Publications underway that may be of interest to people in the industry include a code for arboriculture (to become an approved code under the Health and Safety in Employment Act

1992) and a code for timber stacking, packeting and transportation. The transportation code is also being reviewed.

Another publication that OSH is assisting with is *A Guide to Tree Trimming Near Power Lines*. This is an industry-initiated guide.

Over the page we look at the hazard dust can pose on unsealed roads and how this contributed to an accident.

Unsealed forest roads create dust hazards

In poor visibility, a double-cab workers' transport vehicle was following a logging unit and was driven into the rear of the trailer.

What happened

Four occupants were travelling home from work in a double-cab vehicle, the driver and a passenger in the front seat and two passengers in the rear seat. The vehicle drove towards a right-angle corner and the occupants could see the logging truck turning right into the other road. They turned into that road and followed the logging truck as it climbed the gradient. It is assumed that the logging truck slowed as it climbed and the driver of the double cab could not see the rear trailer as he had little or no clear vision of the road in front of him. The double cab hit the trailer and the two rear passengers were thrown forward, one suffering serious injury and the other bruising. Neither were wearing seatbelts.

Accident cause

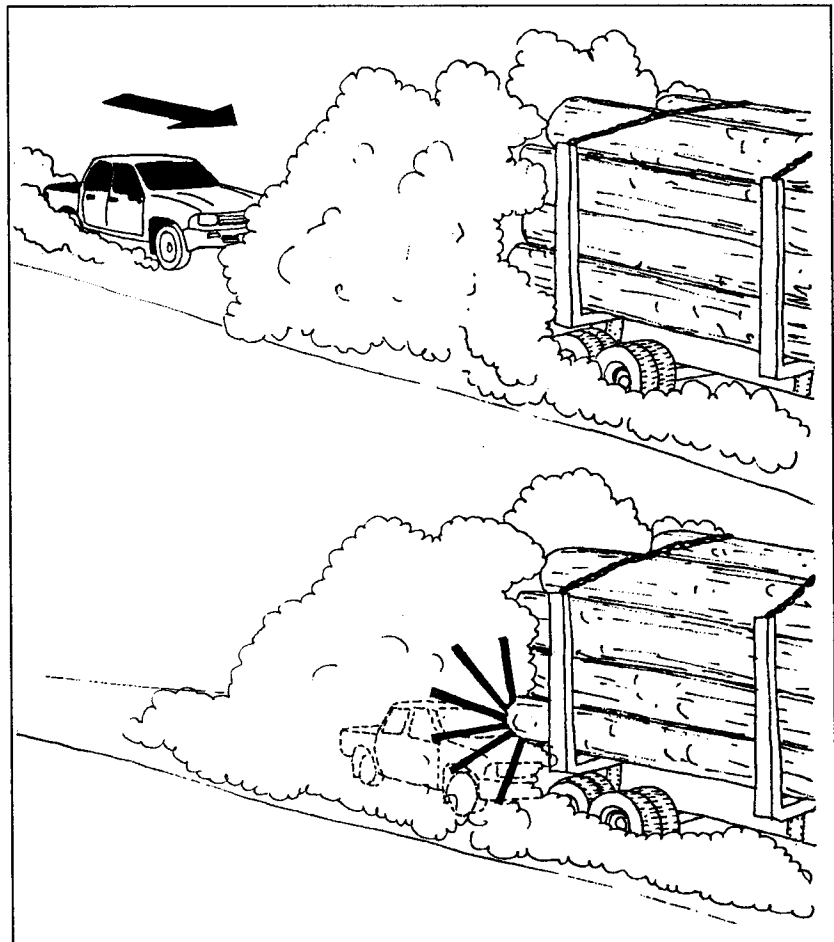
Driving without clear vision ahead.

Comment and conclusion

The hazards of driving on forest roads are increased by drivers not driving with due regard to road and weather conditions. Dust is a major hazard throughout the country and there have been a number of very serious accidents involving vehicles transporting workers and heavy vehicles, both laden and unladen.

All vehicles should be driven with due regard to road and weather conditions.

Passengers in work vehicles must wear seatbelts at all times. In this case, wearing of seatbelts would have saved a serious injury.



Follow these simple guidelines when driving vehicles in dusty conditions.

1. If a heavy vehicle is approaching you, slow down, pull well over until the vehicle has passed and the dust has subsided.
2. Do not follow closely in poor visibility. Travel at a distance that ensures you have ample visibility.
3. Do not pass in dusty conditions unless:
 - a) The other driver is aware of your presence, and/or
 - b) You have plenty of room and clear vision well ahead.
4. If it is not safe to pass, slow down or pull over. The few extra minutes may well avoid a serious accident or even a fatality.
5. Remember, if you are paid to drive the vehicle, you have responsibilities under the Health and Safety in Employment Act.