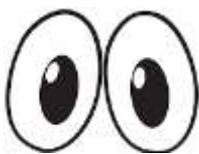




## Awards

No nominations were put forward this month.

If you see someone doing something, taking action over and above, please don't hesitate to put their name forward ([andrea.ball@panpac.co.nz](mailto:andrea.ball@panpac.co.nz)).



For individuals a certificate and \$200 Mitre 10 Mega voucher is gifted for those considered worthy.



## ALERT!

### Access/Egress from Cab

In the last month we have had 2 fatalities within the Earthworks community.

We know little about the events, what we do know is machinery has destabilised and up-ended in water. The operators have not been able to exit the cab of the machines and helpers nearby have not been able to get them out.



Photo: 3 diggers lost at Wairoa River mouth

**URGENT ACTION: check your machine escape routes and practise using them!**

## Awareness - Preston Road

All drivers should be aware of farming operations in and around marker 6. As below.

### Preston Road. Marker 6

Expect to see;

- Stock
- Quads
- Horses

At the forestry gate around marker 6.



Please provide any feedback on this report to [andrea.ball@panpac.co.nz](mailto:andrea.ball@panpac.co.nz)

## Co-operation, Co-ordination Consultation

These 3 words define what is good practise in the field.

Generally the person or PCBU that introduces the hazard, must control the hazard. But very often that requires Co-operation, Co-ordination and Consultation between PCBUs.

**Co-operation:** Working together harmoniously, often in a team or group setting. It emphasizes mutual support and joint efforts to achieve a common goal.



**Co-ordination:** Organizing and synchronizing various elements or activities to ensure they work together effectively. It's about managing resources, schedules, and tasks to achieve optimal results.



**Consultation:** Seeking advice or input from others before making decisions. It implies a willingness to listen, discuss, and consider different perspectives.



### That means we;

- identify the risks that need managing
- plan ahead, by thinking through every stage of the work
- recognise how the work could affect others, including the public
- agree together which PCBU is best placed to control each risk
- clearly define roles, responsibilities and actions, and explain these so everyone knows what to expect
- do reasonable and proportionate monitoring, to make sure the arrangements are working

**What do the 3 C's mean to you at each work site?**



## Lithium-ion batteries



### WARNING

USING A DAMAGED BATTERY IN YOUR POWER TOOLS CAN CAUSE A VIOLENT FIRE IN SECONDS

### 3 C's - Connectors, Casing, Charging station.

Check all parts of the unit visually, are the connectors and casing clean and undamaged? Is your charging station away from other flammable items?

### Do's and Don'ts for charging:

- **Do** choose a flat, dry area away from children and sunlight for charging.
- **Do** use a manufacturer-approved charger and avoid adapters.
- **Do** be aware of the device when charging and avoid leaving it unattended.
- **Do** check for overheating when charging (touch test).
- **Don't** leave the battery in the charger for more than a few days.
- **Don't** discharge the battery to 100% or let it continuously charge.
- **Don't** use quick charging unless necessary.
- Shallow discharges and recharges are better than full ones.

### Fire Fighting

1. Use water or dry chemical powder-based extinguishers.
2. Submerge the battery in water if thermal runaway begins (but be aware of toxic gases).
3. For large lithium-ion battery fires, use foam extinguishers containing CO<sub>2</sub>, powder graphite, ABC dry chemical, or sodium carbonate.
4. For small battery fires, follow manufacturer guidelines and use specialist fire extinguishers designed for lithium-ion batteries.

# FENZ – Dial 111

## Fatigue & Stress Management Guide



Pan Pac Forests have a Fatigue procedure for contractors. These are the minimum or maximum targets that PCBUs must apply. Each contractor can elect to improve these within their own procedures.

Here are some key points;

### Forestry Work

- Maximum work hours – 13 (followed by a continuous break of 10 hours).
- Work day measurement – Home to home or depot to depot.
- Cumulative work period – 70 hrs of work time (followed by a continuous break of 24 hours).
- Travel hours – exceeding 1.5 hours away from home, a further risk assessment must be completed to mitigate risk.



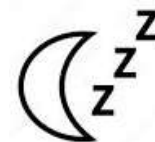
### Log Cartage

- LTSC work hour requirements apply in all cases.



### Log Cartage/Loading weekend transition

- Sleep transition weekend to workday – default earliest start for a driver is 5 am unless the logging contractor and trucking company have agreed fatigue management policies.



### Maintenance

- Where a crew member is required to stay behind to help maintainers they may work longer but must have an uninterrupted break of 10 hours following.



### Fire Fighting

- Subject to NRFA policies and best management practises.



### Crew Transport

- Every vehicle that has more than two occupants shall have a “co-driver” who sits in the front passenger’s seat. This person has an obligation to monitor the driver for signs of drowsiness or fatigue, and if they are a qualified driver they are empowered to take over the driving without challenge should there be signs of fatigue, to assure the safety of all passengers.



# Environment

## Fish passage at culverts

Fish passage is a crucial aspect of freshwater management in New Zealand, as many native freshwater fish need to migrate between freshwater and marine environments for survival and reproduction.

However, often streams are obstructed by man-made barriers like culverts or dams, which can delay or prevent fish migration. Forestry, with its many roads crossing small streams, often in steep terrain, poses a significant risk of creating fish barriers with these culverts.

The NES-CF calls for culverts to be embedded by 25%. This ensures that bed material is present within them, as a smooth culvert pipe with fast-flowing water can prevent fish from moving upstream. Additionally, this embedding helps prevent the outlet from having a drop, known as a perched culvert, which also acts as a barrier.

In some cases, however, it is not possible to embed the culvert due to the stream's steepness or hard bed material, such as a solid papa base. In other instances, a culvert may become perched after a storm has scoured out the outlet. In these situations, there are relatively inexpensive measures we can implement to help fish navigate through the pipes.

Some of our fish species are good climbers and are able to scale 40m waterfalls. We can help these get up and into culverts with a ramp made from conveyor belt rubber and mussel spat rope.

Other fish can't climb, and it can be more challenging to achieve fish passage at perched culverts. Sometimes boulders can be placed just down from the outlet to raise the water level. Other times, concrete can be used to make a gradual ramp, but there can be challenges with flood resilience.



*This Burden Road culvert was scoured out during cyclone Gabrielle. Some conveyor belt and mussel spat rope will help climbing species like eels and banded kokopu get up and into upstream habitat*

Another form of barrier to 'swimming' fish is when the water is shallow and swift within the culvert pipe. In these instances we can install baffles in the floor to slow down the flow and create resting pools.



*Flexi baffles in this culvert have created deeper, slower water flow to help fish pass through.*



*Whitebait life cycle. Many of NZ's species share this same strategy. It is these migrating young fish that we need to provide passage for.*




**The Statistics:**

CONFIDENCE		THIS MONTH	FYTD	TARGET	POSITIVE BEHAVIOURS		THIS MONTH	FYTD	TARGET
	% Events Reported on Time	95%	99.5%	75%		# Risk Reviews	5	5	
	% Major Events Investigated on Time	75%	76%	75%		# Learning Teams	0	0	
	% Minor Events Investigated on Time	86%	99.5%	75%		# Staff Recognition	14	43	
	# Event Reviews	1	5			# HS Awards	0	1	
	# Completed Event Corrective Actions	29	105			# Contractor Recog.	3	6	
	# Overdue Event Corrective Actions	1	8	<15					

ENGAGEMENT/LEADERSHIP		THIS MTH	FYTD	FY TARGET
	# Staff Inductions	4	11	
	# Contractor Worker/ Service Provider Induction	50	180	
	# Survey 123 Assessments	12	48	250
	# Survey 123 Corrective Actions – Serious or Critical	0	2	12
	# HSE Engagement	10	19	120
	HSE Meetings - % Contractor reps attendance	77%	75%	75%

ENVIRONMENTAL		THIS MTH	FYTD	TARGET
	# Survey123 Assessments	39	140	250
	# Monitoring non-conformance	8	23	<100
	# Outstanding Corrective Actions	8		<15
	# Compliance/Consent Breach	1	2	0
	Stakeholder Recognition	0	1	
	# Environmental Awards	0	1	
	PM10 exceeding daily avg. limit of 50ug/m3	NA – out of service	0*	

Rainfall: Average for above 94.87mm - historic average 134.2mm

DRUG TESTING RESULTS		# ALCOHOL TEST FOR MONTH	# DRUG TEST FOR MONTH	# NON-NEGATIVE DRUG TESTS	% ROLLING 12 MTHS
	Cartage (incl. log yard)	19	20	1	2.5%
	Engineering	1	1	0	0%
	Forestry	3	3	0	2.3%
	Harvesting (incl. 3PY)	15	17	1	3.6%
	Staff	2	2	0	0%
	<b>Totals</b>	<b>38</b>	<b>41</b>	<b>2</b>	<b>2.6%</b>



Event Type	Total	Worker Type	Total	Event Status	Total
Incident	17	Contracted Worker	21	Completed	17
Illness/Injury	1	Third Party	0	Not Started	0
Near Miss/Hazard	3	Worker	0	Underway	4
<b>Grand Total</b>	<b>21</b>	<b>Grand Total</b>	<b>21</b>	<b>Grand Total</b>	<b>21</b>

## Event Summary

ID	Event Date	Time	Type	Category	Description	Learnings
85194	3/07/2024	07:15	Incident	Driving	A ute was traveling too fast over the bailey bridge in wet conditions. The driver changed down gears but when he let the clutch out too quickly the rear wheels locked up and the ute slid sideways. The left front guard of the ute sustained damage.	Wet conditions. Bailey bridge with wooden deck, slippery in wet conditions. Speed. Driving decisions. Driving - did not adjust to the driving conditions.
85195	08/06/2024	05:30	Incident	Driving	Worker was driving his ute to work, came around the corner and came across rocks that were on the road and couldn't avoid them.	Hazards of the external environment. Cyclone damaged land and roading under repair. Further stressed by weather conditions heading into winter. Driving – expect the unexpected during wet periods.
85201	3/07/2024	07:08	Near Miss/Hazard	Equipment	Poor radio channel coverage making it difficult to communicate while travelling through the forest.	Repeater checked which had a fault. Maintenance - have repeaters regularly checked.
85211	8/07/2024	12:00	Incident	Activity/Task	The transporter had trouble pulling out of the compound so the pilot vehicle reversed back to assist. A rock flicked up from the transporter and smashed the passenger window on the pilot ute.	Drive wheels not locked. Wheels have not gripped into the compound surface in the conditions causing the stove to dislodge. Driving – use all available devices to assist.
85218	3/07/2024	07:30	Incident	Property Damage	A stop sign banner was run over and damaged.	Unauthorised access to the forest. No understanding or care for the risk.
85221	9/07/2024	14:50	Incident	Driving	Due to wet conditions, the transporter was trying to avoid sliding into a water table going past a gate. The trailer got too close to the gate and one of the chains restraining the load got caught on the gate and pulled the post out of the ground.	Wairoa View roading network is a mix of Forest and Public Roads, gated area unable to be engineered out. Roading was narrow, on a crest, wet, significant camber and an additional constraint with a gate.
85224	17/07/2024	11:00	Incident	Driving	An operator was reversing the grader using the right-hand mirror when the left-hand tyres fell into a dropout. Assistance was needed to get out.	
85228	17/07/2024	11:00	Incident	Driving	A log truck became stuck in a water table after failing to negotiate a corner.	Driver avoiding rough road conditions travelled too close to inside of corner becoming stuck. Poor road conditions - soft / wet metal.
85229	17/07/2024	14:00	Incident	Driving	Log truck driver was wanting to line up for the truck wash. As the driver made the turn another log truck has stopped, impeding the turn. The driver has reversed the truck as a chip liner was driving past the rear. The log truck has reversed and the trailer bolster has collided with the chip liners bin side and wheel arch.	Drivers not driving defensively. Other trucks not using the TMP, for example truck stopped to chain up in a non-designated area which did not leave room for the truck turning to complete the turn. It then had to stop and reverse and log truck driver did not see a chip liner coming. Chip liner should have stopped when he saw the log truck turning to give way.



85241	24/07/2024	13:30	Near Miss/Hazard	Driving	Traveling around a corner slowly in a light vehicle, the worker came across a log truck in the middle of the road. Both vehicles stopped as they had nowhere to go. The log truck has reversed to let the light vehicle pass.	Both drivers were able to stop as per the requirement to drive visually. Procedure worked. Area of the roading network is a public access road. All vehicles should maintain a left side orientation.
85244	8/07/2024	12:46	Near Miss/Hazard	Safety	Log truck lost a piece of a log just after the truck and trailer turned into the Mill Site entry. (approx size: 1.5-1.8m, 40kg)	Unable to determine the log truck involved in the lost log.
85249	16/07/2024	14:00	Incident	Fire	Worker was using brake cleaner to clean the oil and dirt from a wiring loom. He then used the air compressor to blow the brake clean residue away. Using his lighter, he heated the heat shrink on the wires, but there was vapor in the area and it caught alight. Fire was put out with extinguisher.	Maintainer did not wait long enough for the flammable product to dry off before using a small hand held gas torch to activate heat shrink wrapping. Mitigations: Product and method of application. Work location was within a metal head. Machine was located on concrete.
85254	18/07/2024	08:30	Incident	Driving	A log truck misjudged the corner and turned too soon. The left rear trailer axles got bogged at the edge of the water table. Loader used to get truck out.	Driver not taking correct line through corner. Inattention. Poor road conditions. Pressure.
85255	18/07/2024	08:30	Incident	Activity/Task	While felling trees in the gut, a tree fell down from front face over the bonnet of the machine.	Felling face tree by tree risk assessment did not identify unstable tree. Failed to safe.
85256	25/07/2024	05:20	Incident	Activity/Task	Once finished tethering down to cut down three trees, the operator went to walk back up steep hill and the machine left track sunk causing stump to get wedged between tilt and frame of base machine.	Environs of the forest.
85261	25/07/2024	16:00	Injury	Laceration/Cut	Log truck had a stem sticking out past the front bolster that requires cutting back. Worker cut the stem, the offcut fired back out to the side of the load hitting him in the shoulder.	Log was under tension. (in review)
85262	17/07/2024	05:30	Incident	Driving	Loaded log truck had left the harvesting crew. Approaching a right hand corner the log truck was unable to turn and has gone into the water table. On exiting the truck the driver has seen one of the stems has shifted from the second row up, dropping down and wedged against the front fixed bolster.	Load inspection and security.
85264	26/07/2024	16:30	Incident	Driving	A metal truck came head to head with a motorbike on a blind corner. The motorbike veered left into the bank causing it to crash and fall off. Rider sustained a minor injury to their ankle.	Event occurred in windy section of road. Failure to drive left on public road.
85265	19/07/2024	05:45	Incident	Driving	While walking the tether in the dark in a new location, the road gave way and the machine slipped into the water table.	Visibility, unusual task (worker was helping others) and training. Experienced worker not signed off a competent on the particular machine.
85267	29/07/2024	15:00	Incident	Activity/Task	The operator slewed the digger around and the bucket hit a stump above him which destabilised and hit the boom. The digger and cab shook which caused the digger to twist and flex the boom. The boom broke the cab side window.	Hazard awareness. Operator has mis-judged the boom/machine movement causing debris to de-stabilise.



85268	10/07/2024	06:30	Incident	Activity/Task	Clearing the last of the logs from a harvest line setting (below the chute) using a temporary track. Outside of the track has collapsed destabilising the machine. The operator has slewed and attempted to use the boom to stabilise the machine, which has slid approx 50m. Machine was rescued using a tether unit.	<p>Previous breakdowns and 'felt' time pressure. Used alternative extraction method, usual would be to adjust the Harvest line location.</p> <p>Change Management &amp; Pressure</p> <p>It is critical to have agreement in place that identifies the pre-conditions for stopping points at which you will reassess the plan.</p> <p>No amount of 'felt' pressure should over-ride safe plans and activity.</p>
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**July Safety Commentary:**

We have 2 vulnerabilities that have surfaced this month;

**1. When things change**

We're vulnerable to change and perceived pressures, particularly when they are compounding changes. It is always okay to stop, take a breath and consider if your safe plan remains strong, you're doing the right things and the controls are working. Always speak up, stand up and ask for change where you need it.

**2. Emergency Response – exiting our cabs.**

No matter our vehicle we are all required to wear seat belts when they are fitted. Seat belts keep you safe in the first moments of an accident. Once the movement stops we must be able to get ourselves out (if not seriously injured). Check your emergency exit routes. Get your team mates to check them too!