

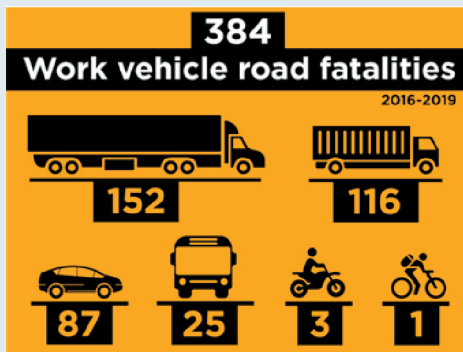
### Heavy vehicle road safety

From 2016 to 2020 there were 627 crashes involving heavy vehicles in south region of NSW. Unfortunately, this resulted in 75 people killed, 227 seriously injured, 383 moderately injured, and 194 minor/other injured.

#### Quick stats 2016-20 in south NSW

- 1.6 per cent HV crashes involved alcohol
- 23.6 per cent HV crashes involved speeding
- 15.9 per cent HV crashes involved fatigue
- 4 per cent of HV casualties were unrestrained at the time of crash
- the most common day for HV crashes was Tuesday (18.8 per cent)
- the most common time for HV crashes was 1pm to 1.59 pm (8 per cent)

The Centre for Road Safety and NSW Government is committed to a Safe Systems approach: to achieve the goal of **zero deaths** and serious injuries on NSW road.



You can improve road safety in your workplace with the Road Safety: Everybody's Business eLearning and Employer Toolkit. See [towardszero.nsw.gov.au/](https://towardszero.nsw.gov.au/)

There are many benefits to embedding road safety in your workplace. Some of these benefits include:

- reducing the risk of your workers (and others) being injured or killed
- minimising lost working days and lost time injuries due to worker injuries
- helping your workplace to meet Work Health and Safety requirements
- motivating your workers and demonstrating that you value their safety
- improving employer / worker engagement
- fulfilling your Corporate Social Responsibility
- the opportunity to reduce the cost of:
  - o insurance premiums (for example, vehicle and workers compensation)
  - o vehicle maintenance
  - o regulatory fees
  - o fuel consumption

*A road safety message from Crystal Watson Associate Community and Safety Partner, Riverina Murray | Transport for NSW*

### Operator of the season

**Michael Hardwick**

**Background:** I am 59 and started in the timber industry when I was 17 years old. At present, I operate a log loader in the log yard at AKD in Tumut. I was born and bred in Adelong and my grandfather was a fitter in the local mill and got me a job after I left school. I have been in the industry ever since. I started inside in the mill and worked my way out into the yard, where I worked in the debarker, and then moved into the loader. My son Nathan is also in the timber industry and works as a saw doctor here at AKD.



**Safety:** I work in a team of three - loading the debarker and taking the logs from the debarker to various sized rows - then we run them to the mill. It is a very high traffic area with trucks coming and going, contractors, delivery trucks to the stores, so you need to be extremely careful of your movements and be aware of what is going on around you all of the time.

AKD has introduced a process where everyone entering our area must report in and tell us where they are going, so we can keep an eye out for them in the log yard.

In the loader mirrors are exceptionally important - good visibility is crucial. Not moving without checking all around you is a must! I work a 10-hour day, starting at 6 am, so it is important to be alert and always keep an eye on the location of other people in the yard in case the unexpected happens. We wear hi-vis and as soon as you get out of the cab you put on safety goggles and a hardhat.

Cabs in the loaders have air conditioning now, so that makes a big difference. I make sure that I have water and a bit of fruit, because it is a long day, and you must keep your energy levels up.

If we have any issues in the log yard, especially from a safety point of view, AKD is straight onto it. They don't muck around when it comes to safety! Years ago, when I was working with another company, I had an accident on the kilns trolley, which runs on a cable system. One day the trolley did not stop where it was meant to stop, and my leg went under the trolley. I ended up with quite a few stitches in my heel. Accidents happen so easily and quickly, and I was lucky it could have been a lot worse. The accident made me much more safety-conscious - it was a wake-up call!

I work with a good bunch of fellows at AKD, and everyone looks after each other. I enjoy my job. AKD is a good company to work for and they take safety very seriously. There is always some form of training going on and it is important because log yards with all the activity that takes place are dangerous places.

It is a great industry because there are so many different jobs, and you do not have to do the same thing all of the time - so you don't get bored. When the fires went through it hurt the industry and we have gone back to one shift here instead of two. But hopefully, down the track, it will kick back up and there will be more opportunities for jobs as it is an excellent industry to work in.

*The 'Operator of the Season' will receive 'A Truckies Motoring Atlas of Australia' by UBD/Gregory's courtesy of Transport for NSW.*

## Industry Profile

### Bec Torres - haulage and sales supervisor Forestry Corporation of NSW

**B**ec Torres is Forestry Corporation of NSW (FCNSW) newest addition to the Tumut team in the Haulage and Sales Supervisor role. Bec hails from California - the home of *Pinus radiata* - and studied sustainability of natural resources at the University of South Dakota.

She made the leap to Australia in 2016 on an exchange program where she attended the University of Western Australia and later met her partner in Bali. Bec moved to Coffs Harbour (where her partner is from) and obtained a position with Trimble Forestry as a transport planner for nearly three years, where she learned about compliance and safety and the inner workings of haulage.



"I was interconnected with everyone in the chain from the customers to FCNSW. It is a very demanding area that requires problem-solving and good people skills to work with a broad range of individuals in the industry." From her time at Trimble, she learned a lot about Australian culture and the timber industry.

"Logistics is ever-changing and evolving as technology advances and is vital to the industry because without it the sector would not be what it is today," she said.

"It is quite a niche part of the industry, but at times overlooked, because people look more to the managing and harvesting of the resource, but not so

much at the logistics of getting the wood out of the forest and into the mill.

"This portion of the chain has the most moving components and is crucial to be properly and safely managed."

After her time at Trimble Forestry, Bec did some safety and compliance consultation where she worked directly for haulage contractors, which gave her a deeper understanding of the rules and regulations of the transport industry. Following her previous compliance work, she was awarded the Haulage and Sales Supervisor position in Tumut.

"My role is essentially to make sure all operators are adhering to the rules and regulations in the bush," she said. "To encourage integrity at work and make certain no one gets complacent, I enliven the environment by creatively refreshing operators of the proper safety procedures. For instance, making operators wear a pink hard hat and adding sparkles and pink paint to culvert markers, or giving out Caramello Koalas to operators who have gone above and beyond.

"It is important that I encourage operators to understand the seriousness of safety measures, while still making the procedures/standards easy to comprehend and retain for future practice. At the end of the day, I just want everyone to make it home safely."

In addition to encouraging safe practices and compliance, Bec also ensures quality control by reviewing rejected products in the mill and out in the bush. She monitors site status, road quality works with the wood flow scheduler to develop haulage strategies and will be firefighting in summer.

Of her tree-change from Coffs Harbour to Tumut, Bec said, "It's not often your passion and career line-up but I am definitely one of the lucky ones. I love being able to work in the softwood forests - it reminds me of being back in Callifornia."

## TOOLBOX TIPS

*It is a good idea to think about a refresher on safety inductions, particularly for visitors to the work site.*

**All employees must be formally inducted into a work site, yet this process is often overlooked for visitors and nonpermanent employees/contractors.**

**A safety induction checklist should address the following:**

**1. Use of Personal Protective Equipment – safety helmet, high visibility vest, suitable footwear, sun protection and ear/eye protection.**

**2. Emergency Procedures – location of first aid kits, designated first aid officers, communications systems (radio and telephone), reporting hazards/accidents and near misses, Site Safety Plan (SSP) and Medical Emergency Evacuations Plan (MEEP).**

**3. Site Specific Procedures – restricted area, walking hazards, overhead hazards (dangerous trees/power lines), vehicle parking and traffic management, operation of equipment, notification procedures for leaving the site.**

**All safety inductions must be understood and signed by all parties and a record kept on site.**

For further information please contact (02) 6981 4819 or go to the FIC web site: [www.forestindustrycouncil.com.au](http://www.forestindustrycouncil.com.au)

