

LIRA ACCIDENT REPORTING SCHEME

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The Accident Reporting Scheme set up and run by LIRA has reflected the concentration of loggers in the Windthrow salvage. This is graphically illustrated by comparing the ratio of thinning to clearfelling in Fig.1 with the reduced percentage of thinning shown in Fig.2.

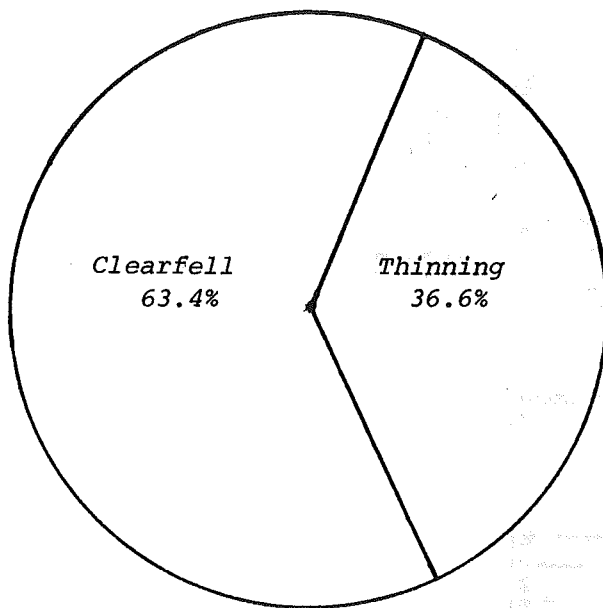


Fig.1 - Period 1 & 2
1st Oct. '81 - 31st Mar. '82
(Before Windthrow)

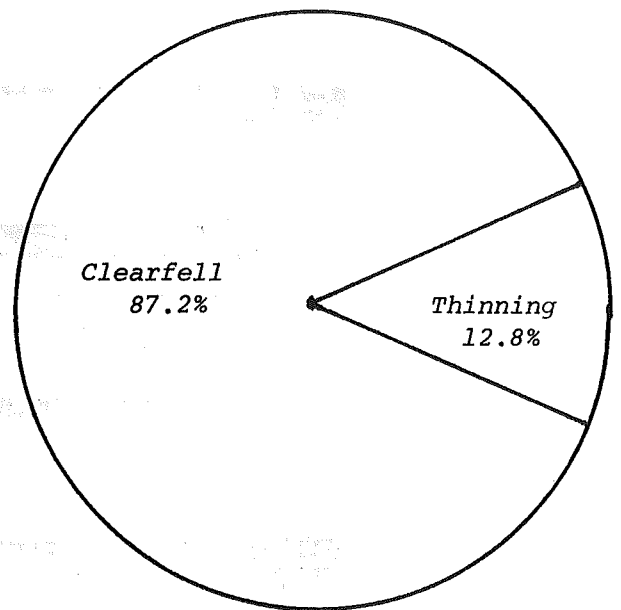


Fig.2 - Period 3 & 4
1st Apr. '82 - 30th Sept. '82
(During Windthrow)

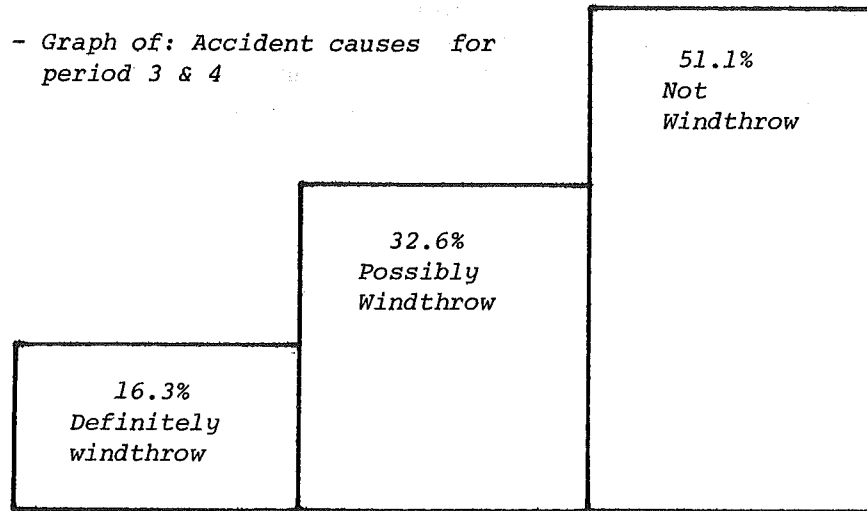
The reporting scheme does not have the capacity to differentiate between clearfelling and windthrow salvage at present but this may be a possible modification.

It is interesting to note that according to the scheme, the accident rate actually went down during the windthrow harvesting. The total number of accidents in exotic logging was 112 from October 1982 up to the end of March 1982, while from April through to the end of September 1982, 86 accidents were recorded.

By manually extracting statistics from the periods 3 & 4, accidents can be divided up into 3 different categories. Those that were definitely caused by windthrow. Those that were possibly a result of windthrow but could have just as easily happened in an ordinary operation, and those that were definitely not caused by windthrow such as skid-work etc.

These categories are shown on the graph in Fig. 3.

Fig.3 - Graph of: Accident causes for period 3 & 4



When considering the scale of operations in windthrow harvesting (refer Fig.2) the figure of 16.3% of accidents being definitely caused by windthrow is relatively low. Those that could have possibly been caused by windthrow included such things as chainsaw kickback during limbing, rolling logs during breakout, cutting branches under tension and slipping on icy logs etc.

Generally, accidents tended to be concentrated in the parts of the operation involving chainsaw use but, only 30% were directly caused by the chainsaw. The following chart shows the percentage of accidents that occurred in each part of the operation.

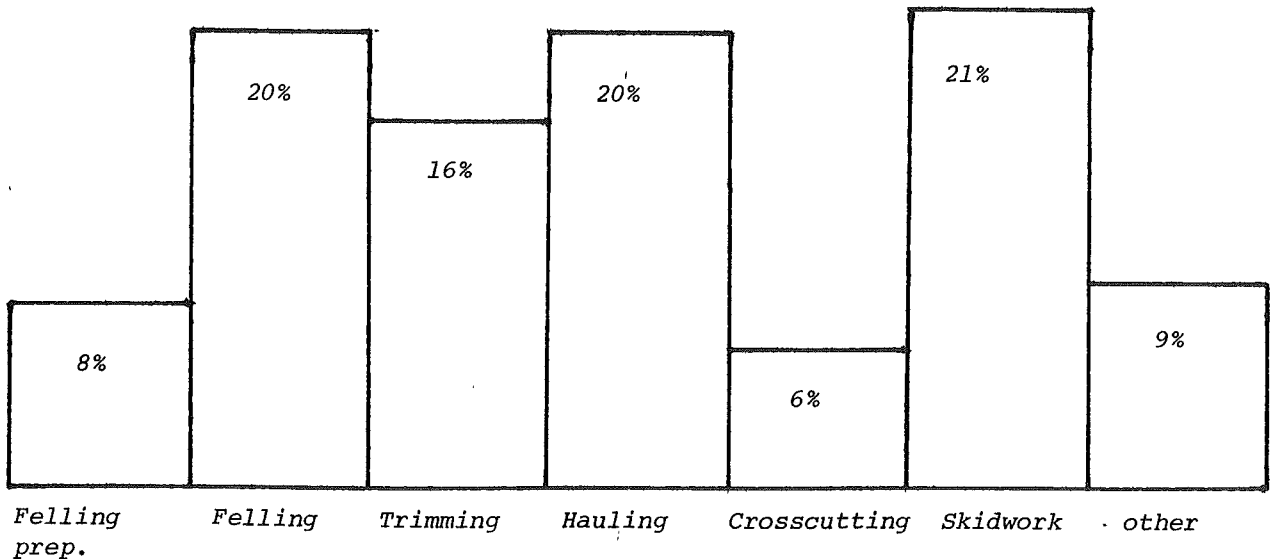


Fig.4 - Percentage of Accidents by part of operation.

Of all the accidents recorded in period 3 & 4, (exotic) only 1 was a near miss, 26 were minor, 58 were lost time and 1 was a fatality. Of the 2 other fatalities that occurred, one was outside the area covered by the pilot scheme, and the other was simply not recorded.

The figures that have been recorded so far are really only indicative because there are numerous near misses or minor injuries that occur regularly and go unrecorded. It is hoped that this session will highlight the need for good accurate statistics and prompt you to encourage more participation from your contractors and make your supervisors aware of the need for reliable information.