

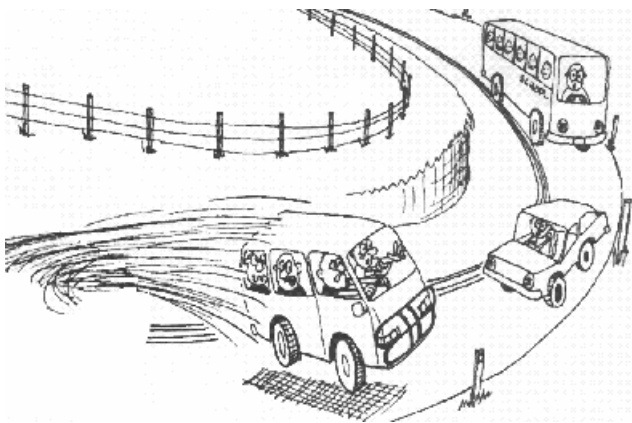
FIPS # 964 – Property Damage
A truck driver used his RT to signal his presence on the road. Shortly after he noticed a Ute coming the other way so took evasive action and jammed on the brakes. The Ute collided with the stationary truck and was damaged. Fortunately there were no injuries.

FIPS # 1045 – Property Damage

Two drivers, one in a truck the other in a Ute, were travelling toward each other on a narrow winding road. Both reported their position but neither heard the others call. They suddenly met on a corner with about 11 meters of visibility. The Ute drove up a bank on the left side of the road to avoid collision but could not make it past the trailer. No one was injured.



FIPS # 1015 – Near Hit There was a near collision between a skidder and a utility on a forest road. The utility was travelling at considerable speed on a narrow windy road which was irresponsible given the wet conditions. The driver of the utility left the scene and was not able to be identified.

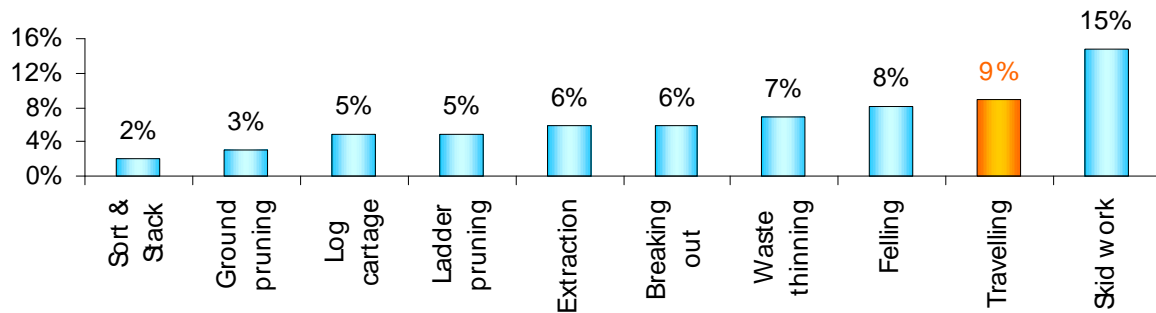


FIPS # 1043 – Property Damage
A work van slid off a road causing minor damage but no injury. The vehicle was travelling too fast for the conditions which were slippery due to ice and frost. There were no injuries however the vehicle sustained considerable damage.

9% of all incidents involve travelling – Safety Alert!



Task by Category (1050 incident reports) - % of total



Travelling incidents, some of them very serious, feature strongly in our health and safety reporting data. The potential for serious injury i.e. the nature of forestry roads, coupled with the wet/frosty conditions of winter, is huge – making travelling a very risky part of the work day. **We need to give driving our serious attention.**

Protect Yourself, Your Passengers and Other Road Users!

Apart from the basics i.e. monitoring road conditions, safety inspections (servicing) of vehicles, fit for purpose lights, tyres, demisters and wipers etc. drivers **need to be especially concerned about the speed they are travelling at.** Being able to stop in **half the visible road distance** ahead **becomes a quarter** of the distance when the road is wet and **further reduces** when there is snow, ice or frost.

Snow, ice and frost are particularly hazardous and should only be negotiated by the most experienced drivers. **Avoid braking suddenly** as this will put the vehicle into a skid. Always carry chains (that fit), and use them whenever necessary.

Fog and low winter sun are equally hazardous. Most modern forestry vehicles are fitted with fog lights. These have a wide, low beam and project a type of light that reflects less, reducing glare. If you don't have fog lights – **adjust your main headlights to low beam.** With regard to the sun, keeping your wind screen clean and wearing sun glasses will undoubtedly assist early morning and late afternoon drivers.

In terms of forest roads – **slow right down for each corner and keep left.** Consider each corner as concealing a hazard rather than coming across one unexpectedly. Don't drive to the radio transmitter (RT) – many drivers don't have RT's or forget to turn them on. Blind spots (areas without service) foil even the most diligent users who don't hear each other calling. Finally, we have the speeders – these have no regard for the safety and lives of their fellow workers.