



This Occupational Health, Safety & Environment Newsletter is published by the Pulp and Paper Industry OHS&E Unit.

in this edition...
in this edition...
in this edition...

- A minute with...
- FORKLIFTS Industry Guidance Note
- Useful WEBSITES
- Measuring Workplace STRESS
- Recent Prosecution
- STOP PRESS!

Drought, searing heat and major bushfires...

not the best start to the new year. But nevertheless, people continue to battle on and make the best of their situations. I am relieved to say that although the bushfires (particularly in the north east of Victoria) are affecting many people in our industry, at the time of writing none of them have lost assets or been injured. Lets hope it stays that way.

Our work program for 2003 already looks pretty full. We are hoping to have contact with most OHS Representatives either via email or through our networking pilot we will conduct later this year. We will also be doing a number of project activities on sites as well as conducting our incident database trial.

This edition of **WISE NEWS** contains some useful information on forklifts - instability and excessive speed. WorkSafe Victoria have developed a guidance note on the subject, following a study by the Monash University Accident Research Centre. Parts of the guidance note have been reproduced here for your information and consideration.

Don't miss 'a minute with... Philip Illidge', below. Not only is Philip the Chairperson of the OHS Committee at AMCOR Botany, but he is also the Federal President of the CFMEU Pulp and Paper Workers' Branch.

With the retirement of Chris Northover at the end of 2002 we are delighted to have Tim Woods, Federal Secretary, officially on board as the OHS&E Unit's Chairperson. Having worked closely with Tim over the past two years I am anticipating this transition to be smooth and look forward to working with him in this new role.

Keep the ideas and feedback coming in... particularly those of you who are involved in safety projects. Your input helps us make sure that the information we bring to you is relevant. Unit next time....

Denise



a minute with...



Philip Illidge
Chairperson, OHS Committee
AMCOR Fibre Packaging
Botany

Describe yourself in 3 words... **JUST A WORKER**

Holden or Ford... **FORD**

You barrack for... **SOUTH SYDNEY**

One item you would take on a desert island... **A SAND WEDGE**

One piece of PPE you would never leave home without... **EYE PROTECTION**

Who would you like to sit next to on a plane... **J. HOWARD so I can throw him out!**

Health & Safety at work means... **NOT HURTING MEMBERS & THEIR FAMILIES**

Correspondence:
Denise Campbell-Burns
National Co-ordinator
Pulp & Paper Industry
OHS&E Unit

1st Floor,
500 Swanston St.
Carlton Vic 3053

Ph: (03) 9349 2344
Fax: (03) 9349 2580
info@ppwsafety.org

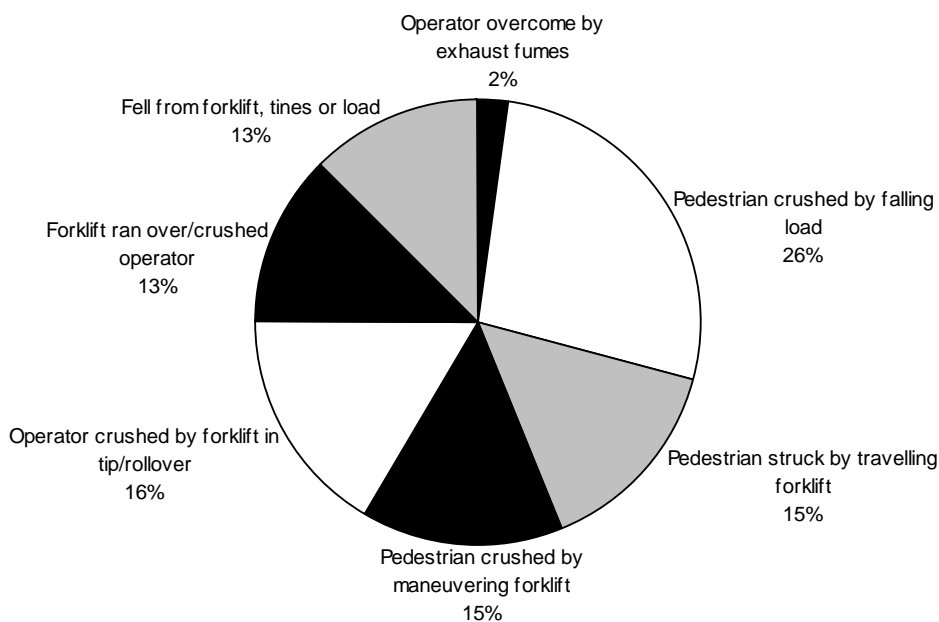
FORKLIFTS

Industry Guidance Note



WorkSafe Victoria have recently developed a guidance note, - "*Forklifts - instability and excessive speed*", following a study conducted by the Monash University Accident Research Centre (MUARC). The study found that unstable forklifts and misjudging emergency braking distances are the second highest causes of forklift related deaths in Victoria. The guidance note covers forklift tip-overs and emergency braking.

Reported Fatalities Involving FORKLIFT TRUCKS



***Cornering too fast, heavy braking and moving with the forks raised are the main causes of overturning.*

***To presume this is simply operator carelessness or a lack of skills is to miss the point. Many forklift designs and their lifting capacity ratings mean that they operate at the edge of their performance envelope with little margin for safety.*

The MUARC study has identified the following issues related to forklift stability

1. Loss of stability under braking is a significant cause for concern in forklift operation. Tests and computer modeling indicate that on a fully laden forklift the driver can only apply 30% to 50% of the available braking before tipping occurs.
2. An unladen forklift is less stable laterally than a loaded forklift and can be easily overturned when cornering (most rollovers involve unladen forklifts).
3. Sales literature and data plates on forklifts do not always provide information on the capacity at full forward tilt and at maximum elevation.
4. The dynamic stability of a forklift carrying its rated load at full height can be significantly affected by floor imperfections that produce a height difference of more than 40mm across the front wheels.
5. The rated capacity of small forklifts with single tyres reduced rapidly at lift heights above 4.5 metres; dual wheel forklifts should be used when performing higher lifts.

While a forklift's braking effectiveness is low compared to many vehicles it is still high enough to cause tip-over or loss of load in an emergency stop. Great reliance is placed on the driver to apply "just the right amount" of braking to bring the forklift to a stop and avoid tip-over. Typically the only warning the driver receives is when the rear wheels leave the ground.

Visited the OHS&E Website yet?

How does instability affect speed limits and the layout of forklift operating areas at workplaces?



The emergency stopping distance of a laden forklift is often seriously underestimated when planning for pedestrian safety at workplaces. Limitations on braking are poorly understood and so too is the distance that will be covered while the driver reacts to an emergency before applying the brakes.

Minimum emergency braking distances incorporating MUARC findings on braking distances for common forklifts on a level surface – based on driver reaction time of 1.5 seconds.

JAN 1985 - JAN 2003

Speed (km/h)	6	12	14	16	18	20	22
Speed in metres per second	1.7	3.3	3.9	4.4	5	5.6	6.1
Distance travelled while driver reacts to emergency (in metres)	2.5	5	5.8	6.7	7.5	8.3	9.2
Minimum theoretical emergency stopping distance (in metres)	2.7	6	7	8.5	9.5	11	12.5
Minimum actual emergency stopping distance - test results (m)	2.9 - 3.2	7 - 8	8 - 10	9.5 - 12	11 - 14	13 - 16.5	14.5 - 19

How fast is “too fast”?

- At a speed of 12km/h a forklift will travel 3.3 metres in one second and at least 5 metres in the typical time it takes for a driver to react fully to an emergency.
- Even at 6km/h (walking pace) a forklift requires a pedestrian exclusive zone of at least 3 metres. This includes adjacent doorways, intersections with pathways and blind corners.
- How is your workplace managing this traffic?



What should industry do about speed and forklift instability now?

- Establish pedestrian exclusion zones around forklifts, ensuring the size of the zones is sufficient given the forklift operating speed.
- Dual wheeled forklifts should be used when lifting loads above 4.5 metres. Dual front wheels can provide an additional margin of safety in lateral stability.
- Reduce forklift operating speeds, preferably with speed limiting devices. Also consider installing externally mounted speed monitoring indicators.
- Install and require the use of operator restraints such as seatbelts.

What should industry do about speed & forklift instability in the future?

- ◆ Require forklift suppliers to advise on whether the capacity is limited by tip-over related tests or rollover related tests.
- ◆ Purchase forklifts with greater safety margins for the required loads.
- ◆ Ensure that the design of any new facilities provides complete and effective separation of pedestrians and forklifts.
- ◆ Purchase forklifts with speed limiting devices that reduce maximum speeds as the load on the forks increase
- ◆ Purchase “smart technology” forklifts with speed monitoring and logging systems.
- ◆ Purchase forklifts that do not allow operation unless the operator has a seat belt correctly placed across their body.
- ◆ Purchase forklifts that do not allow the operator to dismount unless the parking brake is applied.

Source: WorkSafe Victoria

www. safety website .www

Do you realise that your state's OHS agency is continually adding new information to their website? These websites contain loads of useful information and lots of documents that can be downloaded for free. New information is being added all the time, so don't forget to jump in and take a look.



And don't just limit yourself to looking at the website for your state. The state authorities regularly utilise best practice information from each other. So if you are looking for something specific or just have a few minutes to see what is new - check these sites out!

<i>Victoria</i>	<i>www.workcover.vic.gov.au</i>
<i>New South Wales</i>	<i>www.workcover.nsw.gov.au</i>
<i>Tasmania</i>	<i>www.wst.tas.gov.au</i>
<i>South Australia</i>	<i>www.workcover.com</i>

Of course the easiest way to do this is to go to our website at **www.ppwsafety** - go to Links and jump off from there. Saves remembering all those different site addresses! In fact, why not make it your home page?

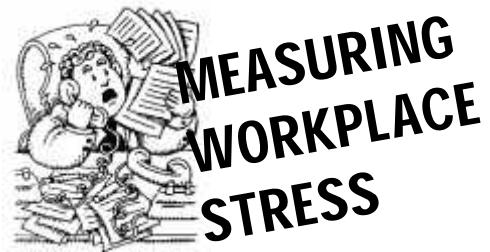
Recent Prosecution



The NSW Industrial Relations Commission has fined a **waste disposal firm \$155,000** after an employee was crushed to death in a compactor truck. The 46 year old operator was working alone, clearing waste from a truck at the company's waste management and recycling depot.

WorkCover investigations determined that the proximity switch that should have disabled the compactor blade while the operator was inside, failed to operate correctly.

The company pleaded guilty to two charges under the Occupational Health & Safety Act (1983). These charges were failures to provide safe systems of work and adequate information, training and supervision to ensure the health and safety of the employee.

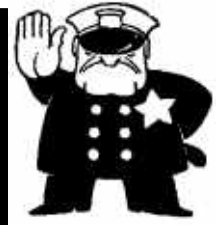


An online tool for measuring stress in the workplace has been launched by the British Safety Council in partnership with ORC International. The survey tool aims to help organisations audit stress levels amongst employees. The tool provides a standard set of questions but also allows companies to tailor questions to their specific needs.

The survey is available both via the internet and in a paper based format with results accessible through a secure personalised internet site. The results of such a survey may assist in identifying both general stress-related issues and problems specific to a particular site.

For further information go to www.orc.co.uk

STOP PRESS



The Victorian Minister for WorkCover has approved the extension of the OH&S (Noise) Regulations 1992 for approximately 12 months.

The regulations, which were due to expire on the 1st of February are currently being reviewed.

The extensions ensures that regulatory cover is maintained until the replacement regulations come into effect.

The extensive consultation process required is believed to be responsible for the delay.

Do you have any ideas or feedback relating to the WISE Newsletter?
If so, please call (03) 9349 2344 or Fax: (03) 9349 2580 or
E-Mail : info@ppwsafety.org