



WISE NEWS




Workplace Industrial Safety and Environment Newsletter

Issue No. 4
December 2008

Pulp & Paper Industry OHS Conference

20 & 21 October, 2009

Melbourne

More details soon

Note New Dates!


Pulp & Paper Industry
Occupational Health, Safety
& Environment Unit

A joint venture sponsored
by

AMCOR
AUSTRALASIA



Kimberly-Clark Australia

PaperlinX



SCA



Established 1991



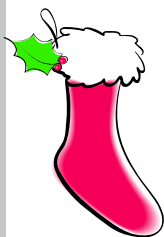
In recent weeks we have seen a number of serious incidents across our industry including a fatal incident during a racking and stacking activity.

At this time of the year, more than any other, family and being together becomes more important. For more than 150 families someone won't be sitting down to Christmas lunch this year.

Everyone needs to think safety all the time—no shortcuts, no breaches; no exceptions.

Have a safe and wonderful Christmas.

Denise & Jeni



A MINUTE WITH ...

Santa (HO! HO! HO!)



Describe yourself in 3 words ... *Wide, Worldly, Wise*

Nickname ... *St Nick, Father Christmas*

I barrack for ... *Not much choice Cobber, red and white clobber says Sydney Swans*

Who would you like to sit next to on a plane ... *The pilot—might get a few tips on tweaking my sleigh*

One item you would take on a desert island ... *My trusty elf manservant*



CORRESPONDENCE:

Denise Campbell-Burns, National Coordinator, Pulp & Paper Industry, OHS&E Unit
148-152 Miller Street, West Melbourne Vic 3003
T: (03) 9274 9235 F: (03) 9274 9284 E: info@ppwsafety.org



SAFETY ALERTS

Felt Section Roll Failure

On the 11th of September a felt roll, running at high speed, came off its pedestal causing damage to the roll and felt with over 10 hours downtime for repairs. No operators were injured in the incident.

A tissue machine press roll in the press section came free from its bracket / pedestal on the front side of the machine at 1340 metres per minute. The back side remained secure however the front side of the roll moved off its bracket 500mm in the machine direction, coming to rest on the sole plate. The felt bunched to the back-side and the machine stopped immediately due to the drive speed mismatch that was created.

Cause / Failure Analysis Summary

Of the four hold down swing bolts; one was found with its nut off and lying next to the bracket, two were in the open position with their nuts still in place and one had been sheared at the base of the nut.

No damage to the brackets could be found indicating a reason for failure.

The roll, after the incident, rotated very freely indicating that the bearings were both in good working order.

The felt was changed two days prior to the incident. A large amount of work was planned during this period and the felt installation was completed just before the shift ended. The felt was tensioned and run up to speed during the subsequent shifts. No personnel specifically recall the tightening of the bolts on the tissue machine roll.

From the above analysis, the most likely cause for the roll to have left its position is the failure to secure the four hold down bolts by the operational crew during the felt change of the previous day. It is suspected that the bolts were finger tightened with the final tightening not having occurred.

Preventative Actions

Review procedure for adequacy; specifically assess the need for an additional roll check on completion of the felt change.

Ensure all machine crew personnel are aware of the procedure and any new amendments.

Review the possible impact of the rapid change 12/8 shift on this incident.

Review the workload required of the production crew to determine whether haste could have been a contributing factor.

Determine if a post shut vibration schedule on all machine rolls would detect 'looseness' in a felt or fabric run.

Serious Crush Injury on Winder

Over the weekend of 20-21 September an operator was seriously injured after being pulled into a nip point on a winder.

A tail had been fed through the winder and the sheet was established on the spindle. The machine speed was increased while the operator was feeling the sheet for creasing with his hand on the spindle. The operator's arm (from fingers to just below the elbow) was pulled into the nip point between the reel drum and spindle. The emergency stop was activated by the operator, releasing the pressure and allowing him to pull his arm out. The machine speed was at approximately 60 metres/minute when it was stopped.

The operator has crush injuries but no broken bones. His treatment is continuing.

Investigations by the company and the government agency are underway. In the meantime a number of interim measures have been introduced to minimise chances of this occurring again.

Interim Controls

Once the sheet is on the spindle, operators and assistants must not place their hand on the spindle to feel the paper until there is at least 300mm of paper on the spindle (as measured from the spindle to the outer surface of the building reel).

The 'mushroom' (the tool used to feed the paper) must always be used to assist paper into the nip. Hands must not be put near the nip while the machine is in crawl or running under any circumstances.

Access to the pit under the winder nip while the machine is running is prohibited.

The practice of putting loose paper into the nip to take up slack when making a join must cease immediately. Operators and assistants must feed through in the usual manner and allow the paper to fall on to the floor until the sheet squares up and takes up the slack itself. To minimise the amount of paper this will generate, care should be taken to square up the sheet as much as possible prior to feeding. **Under no circumstances can loose paper be put into the winder nip to take up slack.**

Once the investigation is complete and findings are released a further Safety Alert may be produced and circulated.

Elevator Shaft Fall

On Wednesday 24th September a maintenance electrician was severely injured after falling 2.7 metres down an open elevator shaft.

Investigations by the company and government agency are continuing but what is known is that there was maintenance work being conducted on an elevator at a tissue machine. The electricians were utilising the override key to access inside the elevators doors and shaft, from the first floor. It appears that the override key may have become jammed in the lock and during the efforts to remove it the electrician fell into the shaft, landing on the roof of the elevator which was at ground level.

The electrician has fractures to the skull, cheekbone, jaw and eye socket and remains in hospital.

Once the investigation is complete and findings are released a detailed Industry Alert will be produced and circulated.

For further information on any of these incidents please contact:

Denise Campbell-Burns
National Coordinator
Pulp and Paper Industry
OHS&E Unit
(03) 9274-9236



Fatality at Victorian Sawmill—Racking & Stacking Packs



In October there was a fatal incident at a Victorian sawmill when an employee was hit by collapsing stacks of timber.

The operator had placed two packs of timber onto an existing stack in an air drying shed. The operator then exited the forklift and began laying timber bearers on the ground to begin a new stack. For reasons that are currently not clear, the stack collapsed onto the operator, causing fatal injuries.

Although this incident currently remains under investigation, WorkSafe Victoria have indicated that they will be convening a working group to develop industry guidance material on racking and stacking, partly based on existing guidance material from the EU. Further information on this guidance material will be circulated when complete.

SUMMER SAFETY

SUMMER SAFETY



SUMMER SAFETY

SUMMER SAFETY

BUSH FIRE SAFETY WHEN DRIVING

With a lot of us living and working in bush fire prone areas it necessarily follows that there is the very real risk of being caught in a bush fire during our everyday travels. With much of the publicity surrounding bush fire awareness and preparedness based around homes and workplaces, plans and knowledge of what to do if caught whilst driving are often overlooked.

In these areas and at these times you should always carry woollen blankets and a supply of water in your vehicle. Try to dress in suitable non synthetic clothing and shoes, and know the local bushfire information system and tune in accordingly when travelling.

If, when driving, you see a bushfire in the distance, carefully pull over to the side of the road to assess the situation. If it is safer to do so turn around and drive in another direction or via an alternative route. However, **IF TRAPPED BY A BUSHFIRE WHILE DRIVING:**



Positioning your car

Find a suitable place to park the car and shelter from the fire.

- ◆ Park off the road to avoid collisions in poor visibility and to allow emergency vehicle access.
- ◆ Try to find a clearing away from dense bush or dry grass.
- ◆ Try to minimise radiant heat by parking behind a natural barrier such as a rocky outcrop.
- ◆ Position the car facing towards the oncoming fire front.
- ◆ Turn on headlights & hazard lights to be as visible as possible.
- ◆ Don't park too close to other vehicles.
- ◆ **Inside your car** Stay inside your car - it offers the best level of protection from the radiant heat.
- ◆ Tightly close all windows and doors.
- ◆ Shut all the air vents and turn the air conditioning off.
- ◆ *(CFA Victoria endorses the CSIRO findings that: there is no real difference in having the air conditioning system in the recirculation mode or switched off. Additionally, there is no real difference in having the engine running or switched off.)*
- ◆ Get down below the window level into the foot wells and shelter under woollen blankets.
- ◆ Drink water to minimise the risks of dehydration.

As the fire front passes

As the fire front approaches, the intensity of the heat and the amount of smoke will increase.

- ◆ Smoke gradually gets inside the car and fumes will be released from the interior of the car.
- ◆ Stay as close to the floor as possible to minimise inhalation and cover mouth with a moist cloth.
- ◆ Stay in the car until the fire front has passed and the temperature has dropped outside.
- ◆ Fuel tanks are very unlikely to explode.
- ◆ Tyres and external plastic body parts may melt or catch alight.
- ◆ Once the fire front has passed and the temperature has dropped cautiously exit the car. (Be careful – all car surfaces will be extremely hot.)
- ◆ Move to a safe area such as a strip of land that has already burnt.
- ◆ Stay covered in woollen blankets, continue to drink water and await assistance.



*Developed from various fire service websites

Health & Safety Representatives Breakfast—Australian Paper Maryvale

In October health & safety representatives at Maryvale were invited to attend a Health & Safety Breakfast. This is the third year in a row that Maryvale has put on the breakfast, which not only coincides with “Safe Work Australia Week”, but also recognises the valuable contribution that HSRs make during the year.

Australian Paper has a Safety Recognition Scheme which, upon achieving certain safety targets, the company donates to community

health & safety initiatives. In the past two (2) years Australian Paper has made donations totalling \$55,000 to the Latrobe Regional Hospital for cancer treatment equipment on behalf of the workplace.

Special guest speakers at this year’s breakfast included Matt Stevens, CEO of the Kids in Dangerous Situations Foundation (KIDS). Matt explained the difference that the employees’ \$5,000 donation would make to the

Safe Kids Program in the Latrobe Valley.

Heath Brew was also a guest speaker at the breakfast. Heath is a survivor of the 1998 Longford gas explosion. Heath’s graphic personal story of the circumstances that led to him being in the direct line-of-fire of the explosion, his fight for life in hospital and the effect on both him and his family was something that those present are unlikely to forget.



Heath Brew & family →



← Pictured is Howard Lovell presenting a cheque for \$5,000 to Matt Stevens, CEO of the KIDS Foundation.



Health & Safety Month—KCA Millicent

To coincide with “Safe Work Australia Week” the KCA Millicent Mill conducted a series of training & information sessions for crews. These sessions covered a wide range of health and safety topics relevant to the employees and the site. Sessions were staggered across the month to cover all crew rotations and maximise attendance at the sessions.



Do you have any ideas or feedback relating to the WISE Newsletter? If so, please call (03) 9274 9235, Fax: (03) 9274 8294 or Email: info@ppwsafety.org

