



## Logger Safety Initiative Quarterly Training

### Processor Safety

#### **Why am I receiving this LSI Safety Training Packet?**

As an LSI participant, you are required to annually attend approved LSI Employer Logger Safety program training. There are two parts to the required training: Formal Training and Safety Training (see the attached LSI Training Requirements for more details). This packet satisfies one of the four required Safety Trainings. You must ensure that all of your workers receive four LSI required trainings per year.

#### **How do I provide the training to my employees?**

LSI Employers and supervisors, if delegated, and all employees engaged in manual logging operations must participate in at least four (4) LSI trainings annually. If you have employees that do ground operations, even if only occasionally, review the "In the Clear Rigging" safety training (found on our [website](#)) materials in detail and discuss the scenarios with employees.

#### **What documentation is required?**

LSI participants will document that the training took place as part of your safety minutes. Be sure staff has signed the safety meeting sign-in sheet. The completion of the training will be assessed at the annual DOSH LSI Consultation.



## Quarterly Logging Training: Developed 2022.

The purpose of this training is to bring awareness to the hazards and dangers associated with a cable yarding logging site. This training is a reminder of the importance of the preparation of a jobsite. That the landing whether it be a roadway or an actual landing, is large enough to deck the wood, load the log trucks, and allow safe operation of all machines on-site.

The following incident resulted in fatally injuring a processor operator while they were moving their machine away from the jobsite to meet the lowboy. It is widely thought that machine operators are out of harm's way experiencing a lower rate of severe injuries and fatalities. When comparing workers on the ground (workers performing manual logging activates) to those that are guarded by the protection of a machine's cab. While injury data and statistics may indicate proof to this, a multitude of hazards exposes all workers on a manual logging site to risks while on the work site.

**Best Practice:** Bring a CAT to the landing to push out or widen areas before the yarder is in place. Plan where you are going to start and where you are going to end the job. To determine the best place to set the processor and shovel that will also allow enough space to deck the logs, and load the log trucks.

### Travel:

Logging roads are often narrow and the grade can be particularly steep. It is typical that a logging road system has several sharp corners that may be sloped to one side or the other (depending on designed water runoff). If you are in doubt about the capabilities of a machine's ability to travel on a roadway, a pickup should travel on the roadway first to determine if other machines are needed to assist in the safe travel. Assistance could include securely attach a strong line between another machine such as a CAT to snub or tow the machine while the machine is traveling on a steep grade, in the event that the brakes of the initial machine cannot stop the machine on the grade. Using a CAT or a Grader to blade off the roadway to allow safe travel in compact snow and icy conditions.

**Best Practice:** Increasing the depth of the grousers on the machine could help to prevent track slippage when working on steeper terrain and on roadways where there are accumulations of compact snow and ice. Other factors to consider when selecting the correct grouser depth is the average percentage of slope



that the operator will be working on, type of soil, weight of machine, and the track length of the machine. It is important to always train and retrain your operators on the capabilities and limitations of each particular machine to help ensure safe operation and travel.

**WAC 296-54-57325 Logging machines—Brakes requires the following:**

- (6) *Self-propelled logging machines manufactured on or after July 1, 1985, must be equipped with braking systems as follows:*
- (a) *A service braking system, which must be the primary means of stopping and holding the equipment;*
- (b) *An emergency stopping system, which must be a secondary means of stopping the equipment in the event of any single failure of the service system; and*
- (c) *A parking brake system, which must be used to continuously hold a stopped machine stationary within the limits of traction on any grade on which it is operated so as to allow the operator to leave the vehicle without the vehicle moving, and to prevent subsequent movement of the vehicle while unattended. The parking brake system must maintain this parking performance despite any contraction of brake parts, failure of the source of application, energy or leakage of any kind.*

**WAC 296-54-57345 Logging machines—Moving requires the following:**

- (2) *At any time when moving logging machines, the driver must have a clear and unobstructed view of the direction of travel. When this is not possible, a signal person with a clear and unobstructed view of the direction of travel must be designated and used to direct the movement of the machine, or the machine must have an audible horn that is sounded.*
- (7) *Mobile yarders and wheel or crawler loaders must not travel on road grades greater than 15 percent unless they are securely snubbed or towed, or have a braking system designed for such travel by the manufacturer.*

**WAC 296-54-51510 Safety and health meetings requires the following:**

- (1) *You must hold safety and health meetings at least monthly.*
- (2) *A safety and health meeting must be held each time you move logging or timber felling operations to a*



*new job site.*

***Note: When moving to a new job site, site-specific hazards should be identified and discussed during the pre-job safety meeting.***

Discussing landing and roadway issues with your crew is very important topic of discussion, especially when there is an increased level of hazards and dangers associated with either on them.



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## INCIDENT HIGHLIGHTS



**DATE:**  
January 25, 2019



**TIME:**  
1:00 p.m.



**VICTIM:**  
32-year-old processor operator



**INDUSTRY/NAICS CODE:**  
Logging/113310



**EMPLOYER:**  
Logging



**SAFETY & TRAINING:**  
Verbal and hands on safety training program



**SCENE:**  
Forest/Logging Spur Road



**LOCATION:**  
Idaho



**EVENT TYPE:**  
Roll-over



**REPORT#:** 2020-01    **REPORT DATE:** April 28, 2022

## Logging processor lost traction and rolled down hillside fatally injuring operator - Idaho

### SUMMARY

On January 25, 2019, a 32-year-old processor operator was fatally injured when his equipment rolled down a previously logged (clear-cut) hillside. The processor operator was driving the equipment from a spur road to a main logging road. As the processor operator approached a narrow inside corner in the road near a log deck, the tracks on the equipment slipped laterally on the outsloped road. The equipment slid off the road and temporary stopped on logs that had been decked. [READ THE FULL REPORT> \(p.3\)](#)

### CONTRIBUTING FACTORS

Key contributing factors...

- Road design and maintenance
- Road hazard assessment
- Operator training
- Position of equipment and boom during travel
- Operator protection design did not include Falling Object Protection Structure (FOPS) Tip Over Protection Structures (TOPS) and Roll Over Protection Structures (ROPS)
- Processing head attachment stowing or stabilization
- [LEARN MORE> \(p.9\)](#)

### RECOMMENDATIONS

NIOSH investigators concluded that, to help prevent similar occurrences:

- road designers should limit outsloping on forest roads with potential winter travel
- employers should conduct a hazard assessment when working with forestry equipment in areas of steep terrain and provide worker training on hazard recognition as part of a comprehensive and site-specific safety plan [LEARN MORE> \(p.10\)](#)

**FACE IT: [2020-01 REPORT SLIDES](#)**

## Logging Safety Training

## Attendance Roster

Date: \_\_\_\_\_ Subject: \_\_\_\_\_ Location: \_\_\_\_\_

**Trainer:** \_\_\_\_\_ **Trainer title:** \_\_\_\_\_

Safety training attendance roster reviewed by \_\_\_\_\_ date \_\_\_\_\_  
SHARP Publication # 92-31-2019