

Safety Clothing: Hi Vis Vest / Shirt /Jumper, Safety Helmet, Safety Boots. Recommend sun & eye protection in summer.

**Entering the
Compartment**



- Use nominated UHF channel to confirm compartment number & directions to the site.
- Use your radio to contact the loader operator for entry instructions & the 'all clear to enter the loading area'.
- You must NOT enter the compartment unless you have been given the all clear to do so.
- Use your radio to monitor for other vehicles on the forest access roads. Give way to loaded trucks.

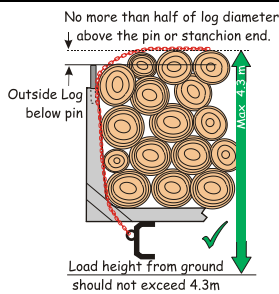
Encountering Hazards

- If you encounter any hazards such as a log on the road – radio the loader operator for assistance.
- Always stay in your truck when close to harvesting operations – unless there is immediate danger by staying in the cab. In this situation contact the loader operator to stop the process.
- Once the process is stopped & the loader operator gives you the ALL CLEAR get out to a safe position.
- Once out of the truck do not approach any machine without first making contact with the loader operator & that the machine is stopped before you approach.
- Do not commence your trip unless you are satisfied the vehicle is correctly loaded & restrained. Do not exceed axle mass limits.

**Leaving the
Compartment**

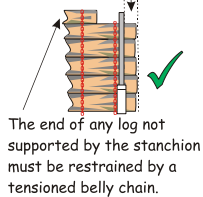
**Driver Safety
Zone**

- Drivers' must stay in the cab & not get out without a direct instruction & response from the loader driver.
- Loading must STOP if the driver is outside the cab & NOT in the safety zone.
- Alternatively, the driver must stand in a designated safety zone at least 10 metres in front or 10 m to the rear of the truck & **be in view of the loader operator at ALL times.**
- DO NOT leave the safety zone without direct communication & response from the loader operator.



Log Loading

Minimum overhang past the stanchion is 300 mm



- **THE TRUCK DRIVER IS RESPONSIBLE** for ensuring logs are correctly loaded & restrained on the truck.
- Support outer logs with at least 2 stanchions.
- No log to be more than a 1/2 its diameter above the stanchions.
- The logs should be loaded so they project past the end of the stanchion by at least 300 mm.
- Maximum legal vehicle length or load overhang must not be exceeded.
- Always crown the load at the centre with the lashings touching each log on the top of the load.
- Apply at least 2 lashings per bunk over the load and anchor to the trailer. (depending on the lashing capacity rating & the bunk load weight as set out in **FIC Appendix A – What Lashings do I need**)
- Secure all lashings before fully tensioning up any lashings.
- Best practice for hauling short logs on the rear bunk (eg 3.7m) is to use either 2 x lashings (front & rear) plus 1 x belly chain (middle) or 3 x lashings (front-middle & rear)
- Webbing straps are NOT suitable for some loads eg; greasy hardwood. In these cases use CHAINS.
- Bent or bowed logs should be cut into shorter lengths & placed in the front bay.
- Log ends between bays must not be entangled. Keep a minimum gap of 300mm between bays.

**Arrival for
Unloading**



- Enter the mill site as per that site's truck route & safety rules. Observe & follow site signs.
- Stop the truck before driving onto the weighbridge.
- Loads will be checked at the weighbridge to ensure load complies with NSW Load Restraint requirements.
- Drivers' – be aware & follow non-conforming loads' procedures, if applicable. (incident report etc)
- Observe the site speed limits, along with other site rules displayed at entrance to weighbridge.
- Any passengers must remain in the designated driver's rest room.
- Use each receiving site's radio channel.
- Drivers' should contact site personnel for unloading instructions & assistance where required.

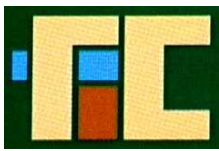
Safety & Security



Log Unloading



- Always follow the site unloading procedures. Use your site map if necessary.
- Beware of other unloading operations do not enter the yard unless called by the loader operator.
- Remove load restraint lashings only at the nominated place at the site, unless load is unstable.
- At the unloading station apply park brakes, stay in the cab. Some sites may use "Driver Stand Here" station.
- DO NOT approach the truck for any reason during unloading if driver is using a 'driver stand here' station.



"Always follow site Safe Operating Procedures – landing, dump or mill site, & keep your site induction current"

Continued

Log Unloading



- When unloading is complete, move (or return to) the truck ONLY when instructed by the loader operator.
- Before leaving the site ensure all loose debris on the trailers has been removed at site sweep down area.
- Leave the site via the weighbridge or nominated gate, or as directed by the loader operator.
- *Many mill and unloading sites reserve the right to refuse to allow any truck to unload on site for a safety breach: Or for a failure by a contractor to remedy a safety breach.*



DO NOT...

1. Take any risks, if in doubt 'ASK' or 'CHECK'.
2. Use any equipment that is unserviceable in any way.
3. Use any roadway other than those listed on the yard site log truck delivery plan.
4. Excessively use engine exhaust brakes in residential areas.
5. Carry passengers onto any unloading site station.



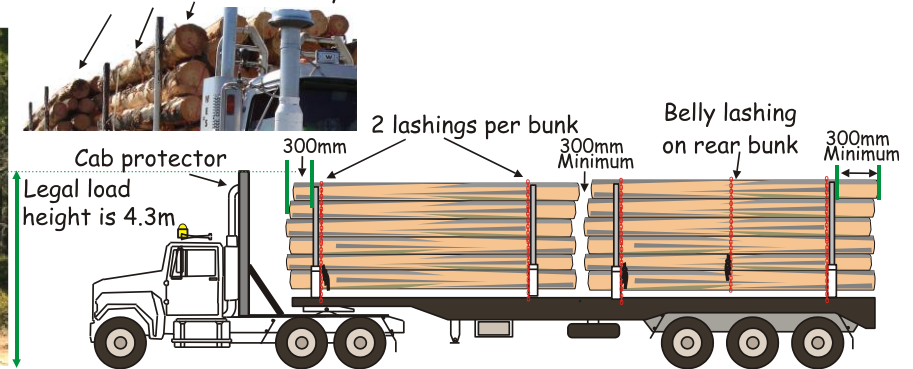
DO....

1. Always check load & do not leave the landing until satisfied the truck is correctly loaded & tied down.
2. Always stop & check your load distribution & lashing tensions shortly before getting on the public road.
3. Check the lashings on a regular basis during all journeys.
4. Make yourself aware of each of the site safety rules and procedures that you may use.
5. Understand & follow the site safety & security procedures for every site.
6. Always stay in your cab or stand in the site '**driver safety zone**' where these procedures apply so the loader driver can always see you.
7. Always remember to keep your site induction up to date, - *induction renewal requirements may vary.*
8. Always apply the vehicle park brakes when stopped.

Also refer to the WorkCover NSW Safety in Forest Operations – Harvesting & Haulage.



Check the loader driver always CROWN'S the load



"The security of your load, your life or the life of others relies on proper load safety & appropriate safety procedures"

All drivers' loading & carrying FIC Members' loads are to carry this SOP & the lashing table (Appendix A)