

ASH SALVAGE

CARTERS AND DRIVERS

SELF-REGULATING

CODE OF BEHAVIOUR





INTRODUCTION

This Code Of Behaviour is an initiative of carters and drivers involved in the movement of salvaged ash travelling on the Great Alpine Road.

The Code of Behaviour has been written with Road Safety as its number one priority and also addresses the concerns of affected communities and other interest groups. It is designed to minimise the impact of the extra heavy vehicle traffic using these roads and travelling through residential areas.

After much consultation the document was written with input and feedback from a broad range of people. The logging industry has been very pro-active throughout the process and demonstrates how professional they have become.

Although much of the document is not legally enforceable it is envisaged that all drivers will follow it so as to maintain a safe and hassle free working environment.

Most drivers say it is what they already do and are keen for the rest of the industry to adopt and maintain the same high standards.

The message behind the Code Of Behaviour is for drivers to take a little extra care and time on each trip, and work with each other to ensure that everyone can get on with their jobs and go home safely each night.

ASH SALVAGE **CODE OF BEHAVIOUR**

For Cartage Contractors and Drivers.

To minimise impact on local communities and road users, and to promote a courteous and professional image we agree to operate under these self-regulating rules.

USE OF ENGINE BRAKES IN TOWNS

Issue

Engine brakes are a very important and effective component on modern trucks. They decrease the need to use the vehicle brakes reducing brake overheating and fading therefore increasing the safety of the vehicle on long downhill runs. Unfortunately they can be very noisy and annoying in residential areas.

Action

Engine brakes will not be used in residential areas during the hours between 7.00pm and 7.00am. We will take into account farmhouses and other single residences on remote roads.

We will keep engine brake usage to a safe but minimum amount in residential areas at all other times.

DROPPING OF DUST

Issue

When operating on dry dusty roads, dust is caught in wheel rims and brake drums and held by centrifugal force. This dust can be carried for many miles and once the truck stops falls to the road. Unfortunately this is quite often at intersections in townships and can cause annoyance to residents. It can also create slippery conditions at these intersections. Vicroads and Municipalities receive many complaints on this issue.

Action

When we have been operating on dusty roads we will do as much as practicable to drop as much dust as we can before reaching towns. This may include stopping at the end of dusty roads and backing up or tapping rims with a mallet. As each destination has its own issues and opportunities to stop and drop dust we will take these into account during the journey.

LOAD SECURITY

Issue

Many complaints are received of small pieces of wood and other debris falling from logging trucks. Many of these are from empty jinkers and skels on their return journeys from pulp dumps and sawmills.

Action

When loaded care will be taken to ensure that loose pieces of wood and bark are unable to fall from the vehicle. Once the truck is unloaded all remaining loose debris will be removed before leaving the dump or sawmill. Observe Vic Roads Load Restraint Guide and crown loads half a log height above trailer stanchions.

USE OF UHF CB RADIO ON COMMON CHANNEL

Issue

Although we will drive in a manner assuming there could be another large truck on all parts of the road, the use of CB radios and keeping in constant contact, allows us to know where other trucks are and also more importantly advise each other, of other unexpected road hazards.

Action

We will have all trucks fitted with a UHF radio. While operating on roads away from Logging Coupes we will use channel 40. We will use the airwaves in a responsible and courteous manner and not use offensive language.

ALLOWING TRAFFIC TO PASS

Issue

On narrow hilly and winding roads loaded log trucks generally travel slower than other vehicles. It is well known that many drivers get impatient when travelling behind a slower truck.

Action

We will as much as practicable (when safe and appropriate) slow down and pull to side of road to allow traffic to pass. When travelling behind another truck we will take into account the passing opportunities for other vehicles and not travel too close.

MASS LIMITS

Issue

Overloaded trucks can dramatically increase rate of road wear.

Action

We will load trucks to keep within legal mass limits.

We will liaise with Vicroads and Municipalities to ensure that no bridge or road mass limits are exceeded. For vehicles allowed to travel at higher mass limits care will be taken to ensure that appropriate permits are obtained.

We are aware that many of our loads will be weighed on industry owned weighbridges at the end of our journey. Where possible we will use these to keep a constant check on our mass.

TRAVELLING ON CORRECT SIDE OF ROAD

Issue

Vicroads and Police receive many complaints from the public about trucks, particularly B-doubles travelling on the incorrect side of the road and cutting corners.

Most of these complaints are around the lower parts of the Great Alpine Road near the Ash Range.

Action

We will travel on the correct side of the road at all times where possible taking extra care on narrow windy parts of the Great Alpine Road.

ROAD WORKS

Issue

Increased road use will mean increased road maintenance. Although signs are erected on roadwork's sites many complaints are received from road workers about trucks and other vehicles travelling too fast between these signs creating a hazardous working environment.

Action

We will take extra care when travelling through roadwork's and behave in a courteous and responsible manner.

TRAVELLING THROUGH TOWNS AND SCHOOL CROSSINGS

Issue

Due to their size and appearance the public is very aware when log trucks travel through small towns and often under the impression that they are travelling too fast. Police and Vicroads receive many complaints.

Action

When travelling through small towns we will use extra care to keep our speed and noise down particularly in the vicinity of school crossings.

TIMES OF TRAVEL

Issue

We are aware that at certain times some roads have extra traffic on them. Many of these vehicles are not accustomed to driving these roads and can create extra hazards. This may be due to events or functions or other tourist traffic etc. (i.e. Friday afternoons in Snow Season opening).

Action

When we are aware of any increase in traffic flow we will take this into account and adjust our travel times or driving behaviour to suit.

We will also familiarise our selves of School bus travel times on remote roads and take due care.

LOAD HEIGHT

Issue

As a result of salvage logs drying, loads are being stacked higher to maintain load weights. This has raised the centre of gravity of loaded trucks and has been identified as a possible factor in causing trucks to roll.

Action

The maximum permissible load height, along the Omeo Highway and the Great Alpine Road is 4.0m.

SEFE will monitor load height at their mill, Vicroads on the road and the logging team leader or VicForests at the landing.

DRIVER INEXPERIENCE

Issue

The Omeo Highway and Great Alpine Road are very demanding roads to drive. With the addition of a number of new trucks and drivers on the road, inexperience on these roads has been identified as a contributing factor to log truck rollovers.

Action

For all drivers, particularly those who are inexperienced with the Omeo Highway and Great Alpine Road, the Logging Team Leader must inform the driver of known hazards prior to leaving the landing. Refer to Safety Alert sheet.

FATIGUE MANAGEMENT

Issue

Long cartage distances on narrow winding roads without some sort of activity break, such as unloading, that occurs more frequently in other trips, may lead to abnormal levels of fatigue.

Action

Drivers should take more than 2 short breaks in any 5 hour driving period.

Drivers should aim for most driving to be done during daylight periods, where possible avoiding night and early afternoon periods of low alertness.

Ensure that trip planning takes account of typical delays and road conditions.

For more detailed guidance all stakeholders should refer to the **Fatigue Management Guidelines for the Forestry Industry** (Victorian Workcover Authority, March 2004).