

CENTRAL GIPPSLAND HARVESTING & HAULAGE OHS COMMITTEE
BEST PRACTICE GUIDE
FOR
THE HAULAGE OF TIMBER IN LOG FORM

VERSION 003

May 2006

This Best Practice Guide has been developed by the Central Gippsland Harvesting and Haulage Safety Committee in conformance with the guidelines for the development and registration of Industry Guides of Practice published by the National Transport Commission¹.

The committee overseeing its development has decided at this stage not to seek registration. At this stage the committee will encourage compliance with the letter and spirit of this Guide. It will remain the onus of the parties who rely on this document to prove that the measures they have taken entitle them to a 'reasonable steps defence' (s179 *Road Safety Act 1986*) if they are charged with a breach of the Mass, Dimension and Load Restraint Limits specified by the Act.



¹ <http://www.ntc.gov.au/DocView.aspx?page=A02209504300840020&M=1&T=2>

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BUT NO FORMAL RESPONSE HAS BEEN RECEIVED**

Victorian Harvesting & Haulage Council
Victorian Association of Forest Industries
CFMEU – Forestry Division Victorian Branch

Guidance material prepared by David Bennett, STEM Services Pty Ltd on behalf of the Central Gippsland Harvesting and Haulage Safety Committee with funds provided by the parties identified in Schedule A at the back of this report.

The diagrams in this guide have been prepared and supplied by Ian Wright & Associates Pty Ltd. STEM Services Pty Ltd and the Central Gippsland Harvesting and Haulage Committee acknowledge this meaningful contribution to the best practice of log haulage.

Every effort has been made to represent the requirements and recommendations of the information sources reviewed during the development of this document and the views of the parties consulted. The contents contained herein are based on the information available after all reasonable enquiries by STEM Services Pty Ltd. The final document was approved for distribution by the Central Gippsland Harvesting and Haulage Safety Committee. STEM Services Pty Ltd and its directors, employees, servants or agents accept no liability for errors or omissions in the report.

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1. Key Issues to be addressed by Guide

This Guide aims to provide clear, measurable performance standards for the haulage of timber in a log form in Victoria. The primary goal of this document is to assist all parties in Central Gippsland to comply with the load restraint requirements specified in r 802 *Road Safety (Vehicles) Regulations* 1999. In general the timber will be in transit from a forest to a processing facility. The Guide is designed to apply to logs from any species of tree with either bark on or off.

Industry experience indicates that common complaints and concerns about industry practices with respect to load security and the haulage of timber are as follows:

- The loss of small logs from the back of log trucks.
- Logs moving while in transit creating a hazardous situation for the driver unstrapping the load.
- Loads with excessive overhang.
- Over height loads when timber is dry.

As well as addressing load restraint issues the committee has taken the opportunity to summarise other obligations of Drivers, Owners, Consignors, Packers and Consignees under both the *Road Safety Act 1986* and employers, employees and managers or controllers of workplaces under the *Occupational Health and Safety Act 2004*. Parties are encouraged to use the guide as a starting place when trying to understand their obligations but may need to get specific advice with respect to their particular circumstances.

Consignors include any person or company commissioning the carrying of goods. In the forest industry this role can be undertaken by forest owners, harvesting contractors or processors. These parties may also have duties to drivers of truck under the *Occupational Health and Safety Act 2004* as employers. The scope of the duty held depends on the amount of control each party has in the relationship.

Packers include any person who loads or supervises the loading of a truck with logs. In the forest industry this role can be undertaken by harvesting contractors, log dump operator or the driver.

Consignees include any person or company paying for the goods and taking possession for the load. In the forest industry this generally includes processors like operators of sawmills, chip mills, pulp mills, export facilities and log dumps.

Consignors, packers or consignees can commit an offence under the *Road Safety Act 1986* if they engage in conduct that results, or that is likely to result, in inducing or rewarding the breach of a mass, dimension or load restraint limit or requirement and the person intends that result.

The Central Gippsland Harvesting and Haulage Health and Safety Committee initially aimed to ensure all parties in Central Gippsland complied with relevant legislation but during the development of the guide funding and comments have been received from other parties. The committee has therefore made the guide available to the entire Victorian Timber Industry to assist them to meet their obligations relating to the haulage of timber carried in a log form.

2. Factors considered in developing specifications

The material has been developed from:

- existing industry standards,
- a review of international Standards especially North American Cargo Securement Standard
- the Code of Practice for Safety in Forest Operations,
- Forest Safety Code (Tasmania) 2002,
- trials undertaken and reported on by Ian Wright and Associates,
- Traffic Engineering Research New Zealand - Load Security Testing of Logs for Log Transport Safety Council Report 2004,
- consultation with the parties listed and committee members.

The following factors have been considered when adopting this specification:

- Log trucks observed in trials did not achieve braking forces greater than 0.72 g, the lashing capacities have been specified on the basis of a 0.8g braking force.
- Log overhangs of 500mm or 300mm have been adopted when the maximum observed movement of well loaded and properly restrained loads was 100mm.
- Static friction measured at Geelong by Ian Wright and Associates were 0.75 to 0.8g, Load Restraint Guide indicates that conversion to dynamic friction require modification of these figures by between 0.1 and 0.2g. Adoption of a figure of 0.63g for friction is consistent with these specifications.
- USRTA specifications indicate that "the aggregate working load limit for all tiedowns must be no less than 1/6 the weight of the stack of logs" in practice this would mean 5 tonnes lashing capacity for a bay payload of 30 tonnes.
- Industry experience indicates that logs lost in transit are short length logs or smaller piece size when loads have not been placed on the truck appropriately.
- Risk Assessments on the handling of lashings has indicated that the likelihood of shoulder and back injuries will be increased if chains with links greater than 6mm are adopted. A WorkSafe Inspector has formed an opinion that the throwing of 8mm chains constitutes high force which is hazardous manual handling. Safe handling of larger chains can occur if a weighted rope is thrown over the load and use to pull the chain.
- Mechanical keying is felt to contribute significantly to stopping logs from sliding along staunchions and sliding against each other.
- Due to the in exact nature

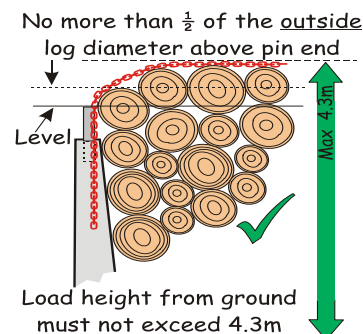
SPECIAL NOTE ABOUT SHORTWOOD.

No performance testing on the load security of 3.7 m logs or 4.2 m logs was undertaken. Hence this guide does not make any recommendations in respect to the haulage of any logs where the distance between the outside edge of the staunchion to the end of the log is less than 300mm. Given this the committee believes that by default the requirements for the haulage of this material are specified in the Vic Roads publication "[A Guide to Restraining Logs and Timber – November 2003](#)". In practice this may mean using a 3 tonne belly chain on all bays of shortwood to supplement 2 X 5 tonne straps.

3. Recommended Performance Requirements

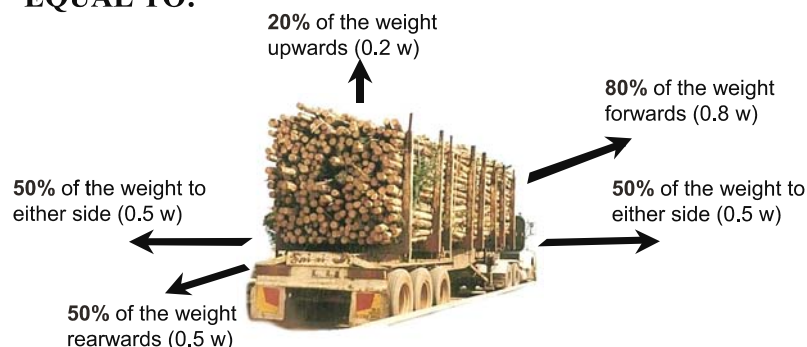
LOAD SHAPE REQUIREMENTS

- Logs must be crowned so that all the chains and straps contact every log on the outside of the load.
- The outer logs have no more than half their diameter above the top of the staunchion (including any extension pins).



The **National Load Restraint Guidelines Second Edition 2004** specifies the following performance standards.

LOADS MUST BE RESTRAINED AGAINST FORCES EQUAL TO:



The following requirements are designed to achieve these performance standards for logs from any species of tree with either bark on or off.

Note: Logs have many different variations including their diameter, roughness and shape. Measuring all the factors contributing to keeping the load restrained is not simple. Therefore reconciling the results of the practical trials undertaken by this committee and other parties with theoretical calculations present some technical issues. The "effective friction" coefficients used to calculate required lashing capacities are thought too high by one expert.

However, they have been adopted for the following reasons:

- Mechanical keying was observed to contribute significantly during testing;
- The industry experiences a low rate of load failure in Central Gippsland;
- The observed effectiveness of current load restraint systems during braking tests. These recommendations will increase lashing capacities by up to 78%;
- the technical difficulties in installing extra lashings onto folding trailers; and
- the requirement to have performance criteria that can be understood by drivers, owners, consignors, receivers and enforced by regulators at the edge of the road

LOAD RESTRAINT SYSTEM REQUIREMENTS

- The load restraint system includes all chains or webbing, tensioners and method of attachment to the truck chassis.
- All trucks must carry evidence that each load restraint system has a rated lashing capacity and complies with a relevant standard.
- The relevant Australian Standards are:
 - **AS/NZS 4344:2001 Motor vehicles—Cargo restraint systems—Transport chain and components.**
 - **AS/NZS 4380:2001 Motor vehicles—Cargo restraint systems—Transport webbing and components.**
- No minimum load restraint figure is specified in this guide. There is a trade off between the weight of a lashing and its strength. If stronger lashings are used fewer will be required but there will be a greater risk associated with handling these lashings and drivers will need to be provided with the appropriate tools, training and supervision to ensure that manual strain injuries are minimised.

Note: Regulatory authorities are entitled to ask drivers to demonstrate that the lashing capacity of the load restraint system is sufficient to hold each bunk payload. Such evidence may include clear labels denoting the rated capacity and the relevant standard or documents from manufacturers and suppliers indicating the lashing capacity for each element of the load restraint system.

LASHING CAPACITY REQUIREMENTS

- The minimum required distance for these guidelines between the end of a log and a stanchion is **300 mm**.
- If the distance between the end of a log and a load restraint device is more than **500mm** then an **effective friction of 63%** is assumed for calculating lashing capacity.
- In all other circumstances an **effective friction of 50%** is assumed.
- Belly chains assist to reach the total lashing capacity. They are assumed to contribute 100% of their rated lashing capacity.

Note: The overhang is measured from the outside edge of the stanchion to the end of the log.

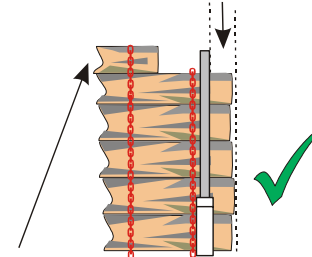
The term "effective friction" has been used to indicate that the number adopted probably represents the contribution of a number of factors including actual friction and mechanical keying.

NUMBER OF RESTRAINTS

As well as achieving the minimum lashing capacity specified above. The following performance requirements must also be met:

- All logs must be restrained by at least 2 lashings per bay.
- Short logs on top of the load must be held by 2 lashings. Where possible short logs should be cradled between longer logs.

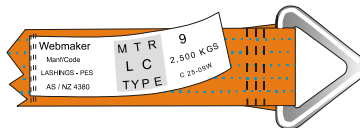
Minimum overhang past the stanchion is 300 mm



The end of any log not supported by the stanchion must be restrained by a tensioned belly chain.

STRAP STANDARDS

- Straps must be replaced if
 - They are **weakened by 10% or more** of their original breaking strength by wear, damage or stitching failure. This occurs when any short sections of the strap has more than 10% of the fibres broken; or
 - They have a **hairy appearance due to prolonged exposure to UV Radiation**.
- Straps must not be twisted or knotted between securing points.
- Ensure there is a minimum of 1½ turns of webbing on the ratchet spindle.
- Do not allow modifications or repairs to the webbing to be carried out, except by the manufacturer or supplier.
- Any webbing restraint system which cannot be repaired should be destroyed.



A typical webbing tag with the required markings as per the Aust Standard 4380

CHAIN STANDARDS

- If grab hooks are used or where the chains pass over steel edges at an angle then the lashing restraint system is **derated by 25%**. Claws or winged grab hooks must be used to obtain full recognition of the rated lashing capacity. However, the use of claw hooks is not recommended because a small settling of the load may result in the claw disengaging.
- Chains must be replaced significant damage or wear is visible. Significant wear occurs if wear at any point of the chain is more than 10% of the diameter.
- Lashing chain must not be twisted or knotted and protected from sharp corners.
- Do not join chain with wire or bolts or with joining links.
- Chains may be joined with a correctly rated hammer-lock.
- Do not allow any other modifications or repairs to the webbing to be carried out, except by the manufacturer or supplier.
- Any damaged chain or components which cannot be repaired should be destroyed.



4344 is the Aust Std No,
2.5 represents 2500 kg LC

TENSIONER REQUIREMENTS

- Lashings must be pre-tensioned to no less than 750kg.
- Drivers must receive written instructions from their employers on how to use and maintain their tensioners. Drivers of trucks with manual tensioners must be provided with instructions that include stopping to check their loads and making written records of these stops.

Note: Trucks fitted with auto-tensioners are likely to be selected in preference to trucks with manual tensioning systems by **consignors and consignees**. The fitting of auto-tensioners is encouraged as they maintain tension on the load during transit.

LOAD DIMENSIONS

- The load, including protruding branches must not exceed 2.5 m in width, a maximum height of 4.3 m from the ground.
- The overall length must not exceed the length specified in the *Road Safety (Vehicles) Regulations* 1999 for the particular truck configuration.
- The rear overhang between the end of the load and the centre of the rear axle group must not exceed 3.7m or 60% of the vehicle wheel base (distance between the kingpin and the centre of the rear axle group).
- Where the rear overhang beyond the rear of the chassis is greater than 1.2m a red flag must be attached to the load when carting during the day and a red light must be attached for carting during the night.
- Load must be checked at point of loading by driver to prevent any dimensional breaches for width, height and rear overhang.

TRAILER STANDARDS

- All trailers must have a current compliance plate specifying aggregate trailer mass and compliance to all specified dimensions.

Specific requirements to be checked include:

- bolsters that are securely attached to the trucks chassis members with raised edges to reduce log movement.
- Vertical metal staunchions that are secured to the trailer and located so as to support and contain the load during transit.
- Extension pins that are a close fit and securely bolted or pinned to the staunchion. Sizes recommended are 450mm x 38 mm diameter, or 500mm x 50mm, and a minimum depth of 150mm fitted into the staunchion.

EMPTY TRAILERS

- When returning empty with a trailer loaded it must be secured to the prime mover with either a latching mechanism and a safety chain or 2 chains. All chains and attachments must be designed, rated and tagged to suit the task.



CABIN PROTECTION

- Where practicable front load racks of suitable strength should be fitted.
- Cabin guards must be fitted. Minimum requirements as specified in the Forest Safety Code (Tasmania) 2002 are recommended. They are as follows:

"All design, manufacture and construction of the cabin guard must be undertaken by a competent person.

Steel structures should comply with the requirements of AS 4100 Steel Structures and have a strength of at least 350 N/mm².

Alternative materials may include cast iron, cast steel, aluminium or equivalent composite materials

Physical requirements

The cabin guard should:

- a. be capable of restraining a load of 4000N applied horizontally at any point on the structure and distributed over the area of a 400mm diameter circle;*
- b. be able to withstand wind forces generated when the vehicle is travelling at 100km/h;*
- c. be higher than the driver's cabin;*
- d. cover a cross sectional area of the maximum load carried on the log trailer assembly;*
- e. be capable of restraining logs with a minimum diameter of 110 mm; and*
- f. be free from any protrusion that may penetrate the cabin if the guard fails and moves forward into the contact with the rear of the driver's cabin.*

Operational requirements

The guard under normal operations should be:

- a. mounted so that vibration generated by the transport vehicle cannot distort or damage the structure of the guard;*
- b. constructed free of any sharp corners or edges which can result in injury to operators;*
- c. capable of withstanding inertia forces generated during vehicle braking;*
- d. securely fixed to the vehicle in the case of cabin and guard failure due to bending; and*

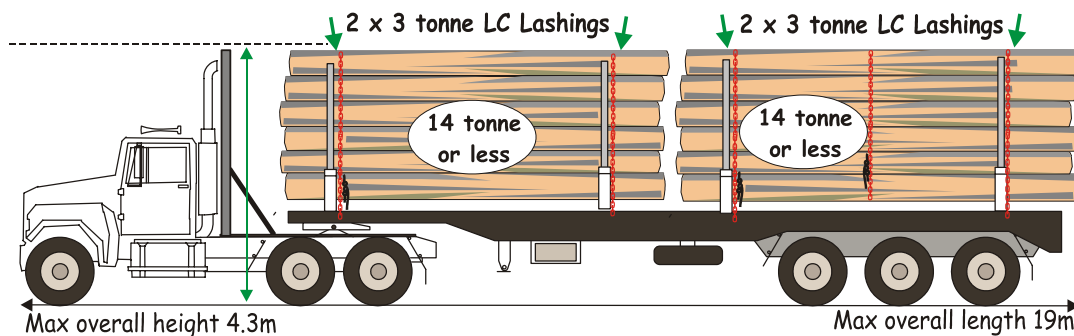
where practicable, fitted so that the guard is able to slew with the load, so that logs are prevented from moving past the cabin when the transport vehicle is driving through a sharp curve."

Note: *Cab guards are not load restraint devices and as such should not be examined by agencies enforcing the Road Safety Act 1986.*

4. Best Practice Examples

The following diagrams are examples only and owners are encouraged to use the table in **Schedule C** to ensure that the lashings on their trailers are adequate for their particular circumstances.

SHORTWOOD - MOST LOGS LONGER THAN 5.5metres



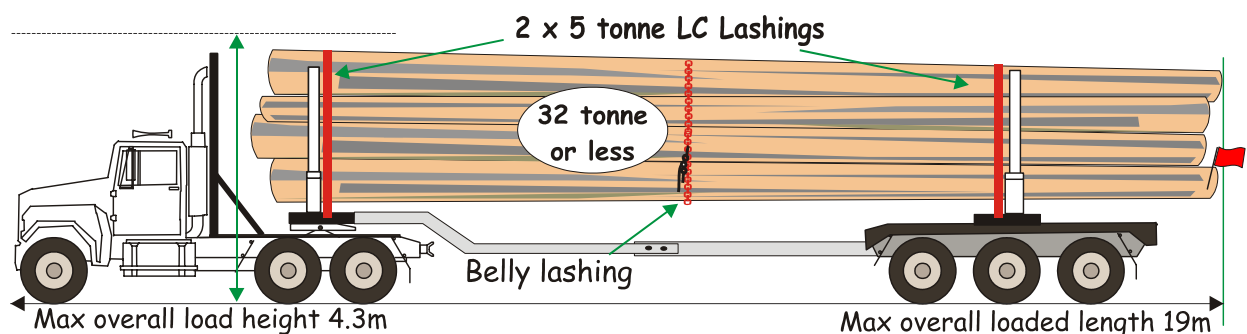
Bunk Pay Load	14 tonne or less	14 tonne or less
Overhang between 300mm and 500mm	3 x 3 tonne Chains or 2 x 5 tonne Straps	3 x 3 tonne Chains or 2 x 5 tonne Straps
Greater than 500mm	2 x 3 tonne Chains or 2 x 3 tonne Straps	2 x 3 tonne Chains or 2 x 3 tonne Straps

Note:

It is recommended to use 5 tonne straps as a standard practice when straps are the preferred load restraint

As good practice, all load restraints should be fitted when carrying long wood.

LONGWOOD FOLDING TRAILER



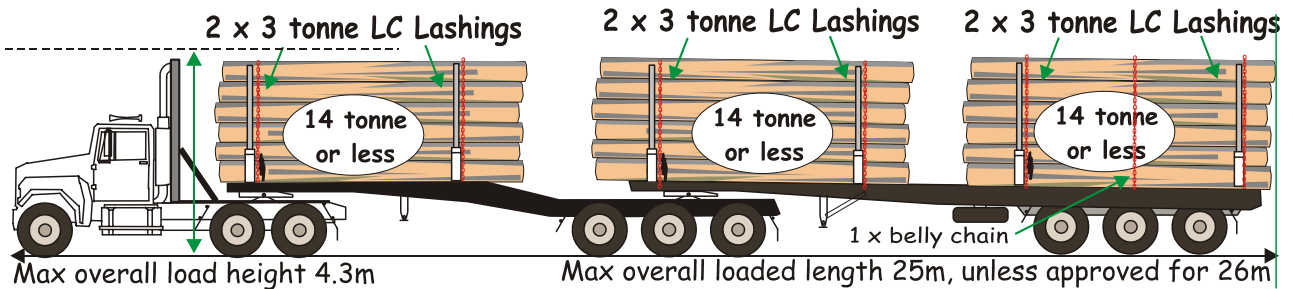
Bunk Pay Load	32 tonne or less
Greater than 500mm	3 x 3 tonne Chains or 2 x 5 tonne Straps

Note:

Belly chains should be used as standard practice and they are assumed to contribute 100% of their lashing capacity.

The following diagrams are examples only and owners are encouraged to use the table in **Schedule C** to ensure that the lashings on their trailers are adequate for their particular circumstances.

B-DOUBLE



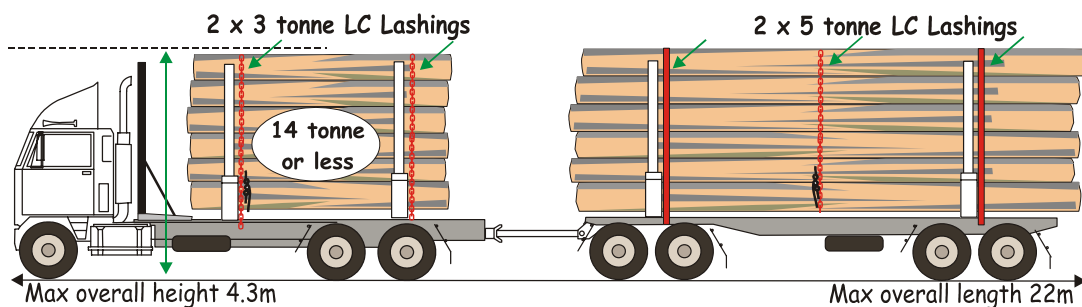
Bunk Pay Load	14 tonne or less	14 tonne or less	14 tonne or less
Overhang between 300mm and 500mm	3 x 3 tonne Chains or 2 x 5 tonne Straps	3 x 3 tonne Chains or 2 x 5 tonne Straps	3 x 3 tonne Chains or 2 x 5 tonne Straps
Greater than 500mm	2 x 3 tonne Chains or 2 x 3 tonne Straps	2 x 3 tonne Chains or 2 x 3 tonne Straps	2 x 3 tonne Chains or 2 x 3 tonne Straps

Note:

It is recommended to use 5 tonne straps as a standard practice when straps are the preferred load restraint

As good practice, all load restraints should be fitted when carrying long wood on a 'B' Trailer

QUAD DOG



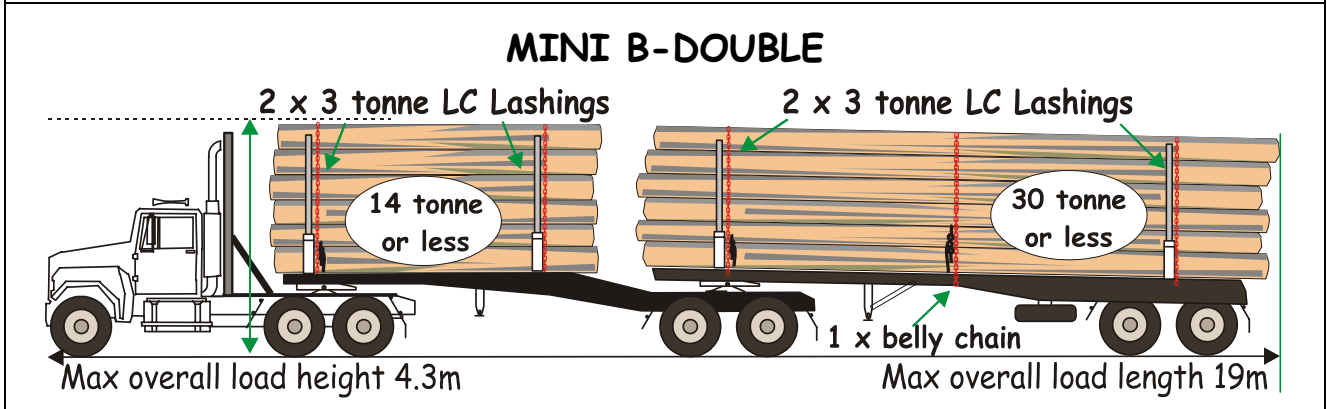
Bunk Pay Load	14 tonne or less	30 tonne or less
Overhang between 300mm and 500mm	3 x 3 tonne Chains or 2 x 5 tonne Straps	Refer to Schedule C of Load Restraint Guidelines
Greater than 500mm	2 x 3 tonne Chains or 2 x 3 tonne Straps	3 x 3 tonne Chains or 2 x 5 tonne Straps

Note:

It is recommended to use 5 tonne straps as a standard practice when straps are the preferred load restraint

Belly chains should be used as standard practice on rear bay and contribute 100% of their lashing capacity.

The following diagrams are examples only and owners are encouraged to use the table in **Schedule C** to ensure that the lashings on their trailers are adequate for their particular circumstances.



Bunk Pay Load	14 tonne	30 tonne
Overhang between 300 and 500mm	3 x 3 tonne Chains or 2 x 5 tonne Straps	Refer to Schedule C of Load Restraint Guidelines
Greater than 500mm	2 x 3 tonne Chains or 2 x 3 tonne Straps	

Note:

It is recommended to use 5 tonne straps as a standard practice when straps are the preferred load restraint

Belly chains should be used as standard practice on rear bay and contribute 100% of their lashing capacity.

5. SAFETY SYSTEMS

SAFETY SYSTEM

Consignees or consignors of product are encouraged to annually obtain the following evidence to demonstrate their duty of care:

- All trucks engaged by them have had their safety management system inspected during the previous twelve months to ensure compliance with current legislation. **Schedule B** includes minimum recommended criteria for a truck safety management system.
- At least two random inspections have been undertaken to ensure that:
 - loads are placed on the truck in compliance with this Guide;
 - lashings and load restraints systems are appropriately labelled; and
 - drivers are maintaining the appropriate records.
- Corrective and preventative action has been undertaken following any non-compliance detected by:
 - inspections;
 - complaints or prosecutions by a regulatory authority; or
 - other reports of logs becoming dislodged or falling from a vehicle.

Where there is no site Safety Management System covering loading and unloading requirements for the site the following procedures should be adopted.

PPE REQUIREMENTS

- When in a forest environment truck drivers are required to wear a hard hat, safety vest and safety footwear when not in the cabin of the truck.
- Unloading facilities are to advise drivers in writing of the PPE requirements inside their facilities.

TRAINING REQUIREMENTS

- All drivers are assessed as competent to **FPICOT3226A Shift forestry logs using trucks²**.
- Anybody placing wood onto a truck is assessed as competent to **FPIHAR3209A Conduct excavator operations with grabs³** or **FPIHAR3205A Conduct loader operations⁴** or **FPIHAR3206A Conduct forwarder operations⁵**.
- Anybody taking wood off a truck is assessed as competent to **FPIHAR3209A Conduct excavator operations with grabs³** or **FPIHAR3205A Conduct loader operations⁴** or other equivalent qualification from a relevant training package.

NO UNACCREDITED PASSENGERS

- Only persons who have been inducted may be passengers in log trucks. If the truck is inside a forest boundary or an unloading facility passengers must hold a valid induction for these sites.

² FPIH3032A from the FPI99 training package

³ FPIH3029A from the FPI99 training package

⁴ FPIH3024A from the FPI99 training package

⁵ FPIH3025A from the FPI99 training package

LOADING REQUIREMENTS

- **Schedule D** is a suggested recording format for harvesting contractors to demonstrate they have taken reasonable steps to ensure trucks carting from their coupe comply with the *Road Safety Act 1985*.
- When loading logs greater than 6.2m in length the driver must stand at least 2 log lengths away in the sight of the loader operator or in an agreed specified safe area.
- When loading logs up to 6.2m in length the truck driver must remain in the cabin of the truck or at least 2 log lengths away in the sight of the loader operator or in an agreed specified safe area.
- The driver must not approach the truck to check load scales unless he has the consent of the loader operator.
- Loading must be undertaken in a manner where logs are lifted over the top of staunchions up to a height of 4.5 m while they are fully contained within the lifting mechanism. The owner of this equipment is responsible for maintaining the equipment in a safe operating condition and ensuring that it is only operated by accredited persons.
- Drivers and loader operators should be able to communicate electronically.
- The loader operator must follow all reasonable instructions from the driver associated with the arrangements of the logs on the truck and the crowning of the load.
- Drivers must ensure that the weight and dimensions of the load do not exceed statutory requirements.

Note: *Trucks fitted with on board scales that have been regularly verified against certified weighbridges will be preferred to other trucks by consignors and consignees.*

UNLOADING FACILITY

- **Schedule E** is a suggested format for truck owner self declarations to be used by consignees wanting to demonstrate that they have taken reasonable steps to ensure trucks carting to their facility comply with the *Road Safety Act 1985*.
- Unloading should be undertaken in a manner where logs are lifted over the top of staunchions up to a height of 4.5 m while they are fully contained within the lifting mechanism. The owner of this equipment is responsible for maintaining the equipment in a safe operating condition and ensuring that it is only operated by accredited persons.
- Unloading facilities must provide written instructions to drivers indicating:
 - the procedure to be followed if they believe that a log has moved in transit and it presents a hazard to them.
 - any special conditions like speed limits, hours of operation or points of entry.
- Drivers and loader operators should be able to communicate electronically.
- The truck driver must follow all reasonable instructions from the loader operator driver associated with the unloading of the truck.

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6. Consultation

During the development of the Guide the organisations listed on the front cover were explicitly consulted. The Central Gippsland Harvesting & Haulage Safety Committee invites comments from all other interested parties to assist it in continually reviewing the guide. Comments can be emailed to david@stemserv.com.au.

7. Review

This guide will be reviewed following any feedback provided to the Central Gippsland Harvesting and Haulage Health and Safety Committee by VicRoads enforcement officers and other relevant parties.

Parties who have specific concerns with this final document should make written submissions to the committee and specific recommendations about the changes required to the document so that the committee can effectively evaluate the practical and economic impact of the proposed changes.

All parties are encouraged to rigorously review any incidents where logs have become dislodged or fallen from the vehicle while being carted and provide the information from this review to the Central Gippsland Harvesting and Haulage Health and Safety Committee.

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SCHEDULE A

Parties who made a financial or in kind contribution to the development of this Guide

Growers

Grand Ridge Plantations

Buyers

Paper Australia Pty Ltd

Midway Forest Products Pty Ltd

Syndicated Central Gippsland Logging Pty Ltd

Tambo Logging Company Pty Ltd

Snowy River Contracting (Formerly East Gippsland Logging)

Eastern Syndicated Logging Pty Ltd

GCH Harvesting Pty Ltd

Haulage Contractors

Various contractors provided their time and trucks during the trial stages of the development of this Guide.

SCHEDULE B – CRITERIA FOR A TRUCK SAFETY MANAGEMENT SYSTEM AUDIT

- Statement indicating who is responsible for managing compliance with OH&S and the relevant road regulations
- List of drivers
- List of trucks
- Copy of a procedure for hazard identification
- A current compliance plate specifying maximum gross weight and compliance to all specified dimensions.
- Copy of a procedure for incident investigation
- Safe Work Procedure for operating log trucks and loading log trucks
- Induction manual for new drivers
- Hazard assessment of truck
- Evidence that all elements of the load restraint systems comply with either AS/NZS 4380: Webbing and AS/NZS 4344: Chain.
- Evidence of noise levels in truck cabin and the external noise at a point 5 metres from the truck
- Evidence that drivers have access to a copy of the MSDS for diesel
- Written description of the type of maintenance records kept.
- Records of any safety gear issued to employees
- Licence details for all drivers
- Copies of statements of attainment for FPIH3032A and FPIH3029A (where self loading is required) for all drivers.
- First aid training (if any) date of last course
- Evidence of induction for all employees
- Example of documented pre-operational checks of truck condition including the condition of bolsters, staunchions, pins and load restraint equipment.
- Evidence that load scales have been checked against a registered weighbridge within the last 12 months.
- List of employees who have had hearing tests and date of last test
- Driving hour records for last fortnight
- List any infringement notices received from police, Road Transport Authority or Worksafe Victoria

SCHEDULE C – WHAT LASHINGS DO I NEED?

Tick the number of bays on the truck?
 Write the tare weight of each bay?
 What is the overhang on each bay?
 What strength lashings are my lashings
 Use the table below to work out how many are needed

1	2	3

BAY PAYLOAD (tonnes)	Overhang between 300mm and 500mm***	No of 3 tonne lashings	No of 5 tonne lashings	Overhang more than 500mm	No of 3 tonne lashings	No of 5 tonne lashings
Assumed Friction		0.5			0.63	
7	4.2	2	2 [#]			
8	4.8	2	2 [#]			
9	5.4	2	2			
10	6.0	2	2			
11	6.6	3	2			
12	7.2	3	2			
13	7.8	3	2			
14	8.4	3	2			
15	9.0	3	2	4.0	2	2 [#]
16	9.6	4	2	4.3	2	2 [#]
17	10.2	4	3	4.6	2	2 [#]
18	10.8	4	3	4.9	2	2 [#]
19	11.4	4	3	5.1	2	2
20	12.0	4	3	5.4	2	2
21	12.6	5	3	5.7	2	2
22	13.2	5	3	5.9	2	2
23	13.8	5	3	6.2	3	2
24	14.4	5	3	6.5	3	2
25	15.0	5	3	6.7	3	2
26	15.6	6	4	7.0	3	2
27	16.2	6	4	7.3	3	2
28	16.8	6	4	7.6	3	2
29	17.4	6	4	7.8	3	2
30	18.0	6	4	8.1	3	2
31	18.6	7	4	8.4	3	2
32	19.2	7	4	8.6	3	2
33	19.8	7	4	8.9	3	2
34	20.4	7	5	9.2	4	2
35	21.0	7	5	9.4	4	2

[#] All logs on a load must be contained within no less than 2 lashings located no less than 300 mm from their ends.

*** Loads with less than 300mm overhang are not covered by the specification in this guide.

- NB:**
- Belly chains are assumed to contribute 100% of their lashing capacity.
 - Logs must be crowned so that all the chains and straps contact every log on the outside of the load
 - Drivers using manual tensioners must stop and check their loads no more than 5 kilometres from the logging coupe. This stop should be documented by the driver.

SCHEDULE D – LOG LANDING INDUCTION RECORD FORM.

Access to any Log Landing is not permitted until authorised by the contractor or his delegate.

I, the undersigned, agree I have received and acknowledged the training provided to me in relation to the specific hazards as detailed in the specified area(s) that I am entering into and **I will abide by all the Signs, Site and any Legislative requirements including those relevant to the transport of products from this site** whether previously declared to me by the Contractor or his delegate or not. If I feel the need to do anything or move to another area not previously agreed to, I will request permission from the Contractor or his delegate.

Date	Name	Site Induction Completed Yes / No	Gross Combination Mass (Tonnes/Kgs)	Tare Weight of Load (Tonnes/Kgs)	Total Lashing Capacity (Tonnes/Kgs)	Maximum allowable driving hours	Landing Area Number	Sighted the recorded hazards specific to this area(s)	Inductees Signature	Contractor or delegate's signature

SCHEDULE E – OWNER SELF DECLARATION FOR CONSIGNEES

THIS FORM IS TO BE COMPLETED BY TRUCK OWNERS WHO WISH TO DELIVER LOGS TO THIS FACILITY

Facility Name:			
Facility Address:			
Company Name: (Truck Owner)			
ABN:			
Address:			
Contact Person:			
Phone:		Mobile Phone:	

REQUIREMENTS

The directors of the above named company understand that by signing this statement they are making a representation that the OH&S system they have implemented has all of the elements as described on the following page. You are reminded that engaging in conduct that is misleading or deceptive in the course of trade or commerce is an offence under the Trade Practices Act 1974. In any legal proceeding against the owners or managers of the facility, the owners or managers of the facility will seek to rely on the claims made in this document and may request that a truck owner makes the records of their OH&S system available to the owners or managers of the facility for the purpose of such proceedings.

The directors also understand that the owners or managers of the facility reserve the right to audit a truck owner's safety management system and to periodically inspect any truck arriving at the facility to ensure that they conform to the performance requirements of "Industry Best Practice Guide for the Haulage of Timber in Log Form".

Truck owners are also obliged to hold:

- a current Workcover Policy.
- \$5 million of public liability cover.
- Comply with all site rules as notified during annual driver inductions.
- Notify the owners or managers of the facility in writing within 24 hours of the owner becoming aware that any truck in their fleet has infringed Mass, Dimension and Load Restraint Limits and Requirements as defined by Part 10 Road Safety Act 1986 and its related regulations.

If at any time the management of the facility becomes aware, except by way of written notification from the truck owner, of trucks who have infringed Mass, Dimension and Load Restraint Limits and Requirements as defined by Part 10 Road Safety Act 1986 and its related regulations then the following sanctions will be applied to truck owners:

minor risk breaches	A written warning to the truck owner. 3 written warnings in any 12 months period will result in a one day ban from wood deliveries by the truck owner.
substantial risk breaches	A one day ban from wood deliveries to Maryvale Mill by the truck owner.
severe risk breaches	A one week ban from wood deliveries to Maryvale Mill by the truck owner

SIGNATURES

Signed on behalf of Truck Owner by:		
		/ /
SIGNATURE	NAME OF DIRECTOR 1	Date
		/ /
SIGNATURE	NAME OF DIRECTOR 2	Date

REQUIRED CRITERIA	HOW CAN YOU PROVE YOUR SYSTEM DOES THIS? (Circle the most appropriate answer)		
A. List of all drivers driving trucks to the facility	Checked by auditor	I have checked it myself	I don't have it
B. List of trucks all trucks in the fleet carting to the facility	Checked by auditor	I have checked it myself	I don't have it
C. A written procedure for incident investigation and notification that includes investigating non-conformances with the <i>Mass, Dimension and Load Restraint Limits and Requirements</i>	Checked by auditor	I have checked it myself	I don't have it
D. Safe Work Procedure or inductions manual for log truck drivers that includes instruction on ensuring compliance with <i>Mass, Dimension and Load Restraint Limits and Requirements</i>	Checked by auditor	I have checked it myself	I don't have it
E. A current compliance plate specifying maximum gross weight and compliance to all specified dimensions for each truck on the list in critterion B .	Checked by auditor	I have checked it myself	I don't have it
F. Written workings showing that the load restraint system installed on each truck on the list in critterion B meet the lashing capacity and tensioner requirements specified in the Industry Best Practice Guide for the Haulage of Timber in Log Form.	Checked by auditor	I have checked it myself	I don't have it
G. Evidence that all elements of the load restraint systems on each truck on the list in critterion B comply with either AS/NZS 4380: Webbing and AS/NZS 4344: Chain	Checked by auditor	Written assurance from manufacturer	No documented evidence
H. Documented pre-operational checks of each truck on the list in critterion B that includes checks on the condition of bolsters, staunchions, pins and load restraint equipment.	Checked by auditor	I have checked it myself	I don't have it
I. Evidence that the load scales on each truck on the list in critterion B has been checked against a registered weighbridge within the last 12 months.	Checked by auditor	I have checked it myself	I don't have it
J. Licence details for all drivers listed in critterion A	Checked by auditor	I have checked it myself	I don't have it
K. Copies of statements of attainment for FPIH3032A for all drivers listed in critterion A	Checked by auditor	I have checked it myself	I don't have it
L. Evidence that all drivers listed in critterion A have read and understood the Safe Work Procedure/Induction Manual identified in critterion D	Checked by auditor	I have checked it myself	I don't have it
M. Driving hour records for all drivers listed in critterion A	Checked by auditor	I have checked it myself	I don't have it
N. Records of any infringement notices received from police, VicRoads or Worksafe Victoria	Checked by auditor	I have checked it myself	I don't have it
Please attach any records that may help substantiate any of the above claims. Appropriate records might be a copy of an audit report or lists of trucks and drivers that demonstrate the above records are kept.			