

**EXCERPT – CHAPTERS 16 & 17**

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# Approved Code of Practice for Safety and Health in Forest Operations

**DECEMBER 2012**



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**Ministry of Business,  
Innovation & Employment**



## Ministry of Business, Innovation & Employment



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**EXCERPT – CHAPTERS 16 & 17**

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# **Approved Code of Practice for Safety and Health in Forest Operations**

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# 16



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# LOADING AND UNLOADING

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## 16. LOADING AND UNLOADING

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For additional information on rules relating to loading and unloading at yards and mills (outside the forest) refer to the Log Transport Safety Council (LTSC) Loading/Unloading standards.

### 16.1 RESPONSIBILITIES

Both the truck driver and the loader operator have a responsibility to ensure the load is contained and secured in such a manner that it cannot fall from the vehicle.

16.1.1 The loader operator shall be responsible for:

- › controlling the loading/unloading operation
- › ensuring the safety of truck driver while loading/unloading
- › the placement of logs within bolsters in accordance with the driver's instruction
- › temporarily ceasing loading/unloading if the truck driver's location is unknown or unsafe.

16.1.2 The truck driver shall be responsible for:

- › ensuring the load is stowed in accordance with industry standards
- › following any instruction given by the loader operator regarding his/her safety whilst loading/unloading on a harvesting site
- › advising the loader operator if intending to use an alternative safe area, e.g., crew shelter.

### 16.2 TRAILER LIFTING

16.2.1 No person shall be under a raised trailer.

16.2.2 When turning the drawbar, trailers shall be suspended as close to the ground as practicable.

16.2.3 Trailer lifting shall be completed by machinery that is suitable for that purpose. The accepted methods of lifting the trailer are:

- › placing the load ring onto a hook on the lifting machine
- › grabbing the load ring or chain
- › non-chain alternatives such as cross beams that can be grabbed by the grapple or forklift pockets built into the trailer.

### 16.3 LOADING OPERATION

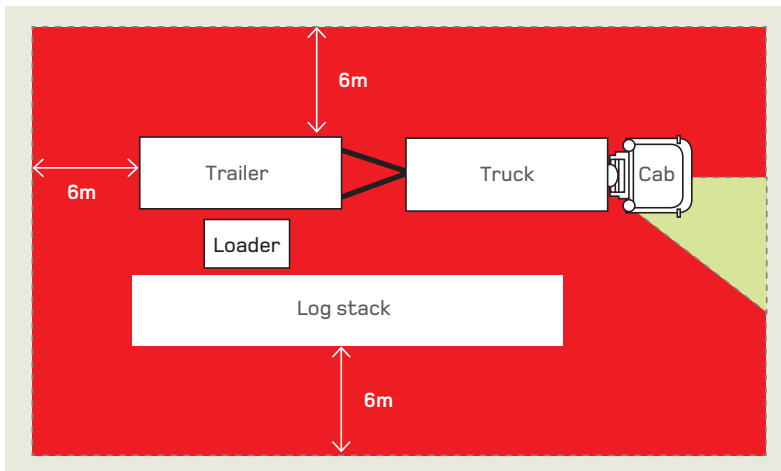
16.3.1 All truck drivers (and if applicable passengers) shall remain in a designated safe area during loading. Designated safe areas include:

- › inside the truck cab
- › outside the cab forward of the cab guard and on the same side of the truck as the loader
- › an alternative safe area, e.g., crew shelter.

Furthermore, it is recommended that the truck driver stand six metres forward of the cab guard during loading of the truck packet.

### 16.4 LOADING ZONE

*Diagram 8: Loading zone*



16.4.1 The loading zone is deemed to be a minimum of six metres around the truck and trailer. This zone may need to be larger during loading of long logs.

16.4.2 No loading activities shall occur while any person is on the ground within the loading (red) zone (Refer to diagram 8).

Exception: The truck driver may stand at the rear stanchion of the truck to observe and direct the loader operator in the setting of bed logs on the trailer bolster and to make adjustments to the final

load position on the trailer as long as no logs are being suspended by the loader. Before loading recommences, the truck driver shall return to a designated safe area.

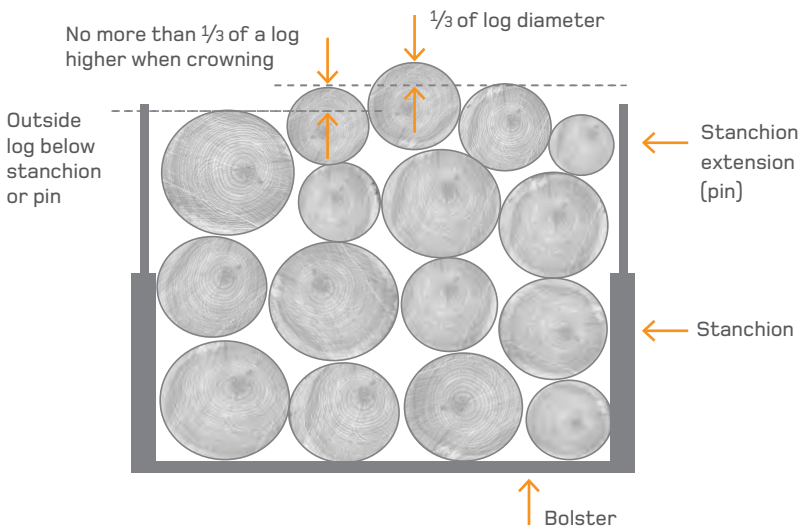
- 16.4.3 If any person needs to go into the loading zone, they may only do so with the loader operator's approval. Loading shall temporarily cease (grapple/forks on the ground), and only recommence when the person has moved out of the loading zone.
- 16.4.4 At no time is the loader to move into or swing logs over, or into, the truck driver safe area.
- 16.4.5 Chaining up shall only occur after all loading at the site is completed.

## 16.5 LOAD PLACEMENT

### 16.5.1 General:

- › No part of the outside logs of the load shall be loaded above the top of the stanchions or the stanchion extensions.
- › Logs loaded in the middle of the load shall not have more than one-third of the diameter of the log above the adjacent logs (see diagram 9).
- › The top of the load shall be rounded so that the load-securing device will contact as many logs as possible.

*Diagram 9: Maximum permitted log heights with crowning*





#### 16.5.2 Overhang:

Logs shall be loaded so that lower and outside logs overhang the bolster and stanchion edges by at least 300mm.

Exceptions: The minimum overhang may be reduced to 150mm provided three chains are used, ie, two bolster chains and one belly chain.

#### 16.5.3 Logs which are shorter than the distance between the bolsters and stanchions shall be nestled between outer rows.

Exception: Short logs may be placed on top of the load, provided the log end not supported by a stanchion is secured with a tensioned load restraint of equal strength in addition to other restraints required by this Code of Practice.

### 16.6 SELF-LOADING TRUCKS

16.6.1 Self-loading trucks shall be fitted and used with outriggers and stabilisers in accordance with the manufacturer's specifications.

16.6.2 In the event of malfunction, means shall be provided to prevent a free fall of the boom.

16.6.3 Each set of controls for the operation of a self-loading unit shall be of the 'detent' operation type.

16.6.4 Drivers of self-loading trucks who are working alone shall have an effective means of getting help in an emergency.

### 16.7 UNLOADING

16.7.1 Stanchion pins and extensions shall not be removed/lowered until the load has been lowered to a point where no part of any log is above the height of the top of the stanchion.





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# TRANSPORT

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## 17. TRANSPORT

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For additional information on rules relating to transport refer to the Log Transport Safety Council (LTSC) standards.

### 17.1 VEHICLES

- 17.1.1 Vehicles transporting forest produce on a public road shall:
- › be subject to all aspect of the Transport Act 1962 and associated transport legislation
  - › have a valid Certificate of Fitness (COF).
- 17.1.2 Off-highway cartage vehicles shall hold a current Certificate of Road Worthiness as outlined in the Log Transport Safety Council (LTSC) standards.
- 17.1.3 Vehicles used to carry logs shall be:
- › rated as to the maximum load the unit shall carry (this information shall be available to on request)
  - › operated within the manufacturer’s rated gross vehicle mass and gross combination mass
  - › operated within accordance of the manufacturer’s specifications.

### 17.2 CAB GUARDS

- 17.2.1 Trucks used for the transportation of stems, logs and roundwood shall be fitted with an industry standard cab protection frame between the cab and forward end of the load.

### 17.3 SAWDUST, WOODCHIPS AND WASTE PRODUCTS

- 17.3.1 Loose bulk loads carted in an off-highway situation shall be adequately covered by a tarpaulin or net as appropriate where there is a significant risk of material falling from a vehicle.

#### 17.4 SECURING LOADS ON LOGGING TRANSPORT

- 17.4.1 All loads shall be loaded and secured so that no portion of the load can become dislodged or fall from the vehicle.
- 17.4.2 At log landings, it shall be permissible to move the vehicle up to 100 metres to a safe area away from the landing before securing the load.

#### 17.5 PREPARING FOR UNLOADING

- 17.5.1 Restraining devices shall not be released until the load is ready to be removed.

Exception: Log transport may move slowly (20kph) to the unloading area providing:

- › a designated unchaining area has been allocated
- › there is no access way by members of the public.





