

Loading / unloading

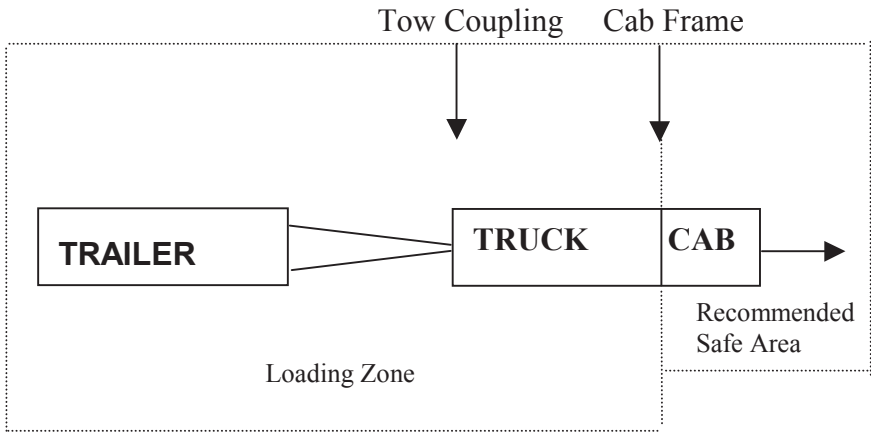
Unloading at yards / mills

1. Loader Driver is in control of operation.
2. Unloading will not commence until the truck driver signals the loader driver that the load is ready to be removed (i.e. all chains and strops removed)
3. During the unloading phase, the driver will remain in the cab of the truck with the door and windows closed unless site specific instruction differs, where the driver is asked to vacate the vehicle and stand in the recommended safe area.
4. Loaders unloading will not drive past the cab during the unloading phase, always clearing the truck by travelling past the rear of the truck.
5. Drivers must comply with all instructions, signs and speed limits when entering or leaving a mill site, log yard or weighbridge.
6. Load securing chains and/or strops shall not be removed until the vehicle is in the designated unchaining area.
7. Drivers will only proceed to the unloading area on instructions from the Loader Operator, and stop where the Loader Operator directs.
8. When leaving the cab of the vehicle drivers must, at all times, ensure that they are wearing the appropriate safety clothing in good condition ie: hi-viz jacket or vest, hard hat, safety boots.
9. Drivers will proceed upon Loader Operator's instructions to a designated area to remove bark, slovens, dirt and, in some

cases, to have the trailer loaded on to the truck before leaving the site.

Loading at yards / mills / bush

1. The Loader Driver is under direction of the truck driver and the truck driver will always be on the loader operating side of the truck.
2. Where practicable the truck driver will always be in the recommended safe area, as shown below. Furthermore, it is recommended that the driver be least 6 metres forward of cab guard.
3. The truck driver has full responsibility for his load and must observe the whole loading procedure to ensure the load complies with all safety and statutory requirements.
4. If the truck driver identifies further hazards (eg: other loaders operating in the vicinity), then the driver should stand close to, or sit inside, the truck.
5. A satisfactory system of communication and procedures shall be arranged between the Loader Operator and truck driver before loading commences.
6. While unloading empty trailers from the truck the driver must be forward of the cab frame.
7. While turning drawbars the trailer shall be no more than 300mm from the ground. When the trailer is being hooked into the trailer coupling, the driver is to be in a position where the loader operator has vision of both the drawbar and the tow coupling.



8. Chaining will only occur after all loading at that site is completed.
9. If the truck driver needs to go into the loading zone for any reason (eg: adjust equipment, make repairs, inspect load etc), he may only do so with the loader operator's approval. No loading activity shall occur while the truck driver is in the loading zone.

