



Date issued: 25/05/23

Guideline #: G23-01

## Log Loading Guideline

Loading of logs is a high risk forestry activity and a serious potential cause of injury.

This guideline outlines risk controls and provides guidance to drivers to minimise the risks whilst undertaking this task.

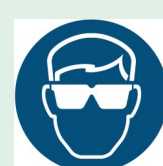
Please note: Legislative requirements may vary between states and where the state regulations differ, these take precedence over this industry guideline.

### WHAT ARE THE HAZARDS AND RISKS?

Common hazards and risks associated with log loading include:

- Driver being hit, crushed or struck by falling, rolling or sliding logs
- Slips, strains and falls associated with entry and exit of machinery or truck
- Slips, strains and falls associated with checking the load
- Slips, strains and falls associated with throwing restraints to secure the load
- Driver struck or penetrated by projectile caused by logs fracturing during loading

### REQUIRED PPE



### ADDITIONAL GUIDANCE & REFERENCE MATERIAL

**Log Haulage Manual 2014—Techniques for loading, driving and unloading trucks that carry logs and other forest produce**

**SafeWork Australia Forestry Guide to managing risks of loading, transporting and unloading logs**

**Forest Safety Code (Tasmania) November 2021**

**Victorian Forestry Contractors Information booklet 2021**

**Safety in Forest Harvesting Operations: Code of Practice NSW 2002**

The soon to be released NHVR Log Haulage Code of Practice will also include log loading.



Date issued: 25/05/23

Guideline #:

G23-01

## Log Loading Guideline (Cont.)

### RISK CONTROLS

#### PRIOR TO LOADING:

- Person with **MANAGEMENT CONTROL** of the loading equipment is **RESPONSIBLE** for:
  - ◊ Ensuring loader operator (LO) **AND** driver have completed the appropriate site inductions
  - ◊ Maintaining the equipment and ensuring it remains in a safe operating condition, as well as ensuring it is only operated by accredited operators.
- If the driver is self loading they **MUST** assume the responsibility of the LO.
- On arrival, the driver **MUST** remain in the cab and not exit the cabin without direct communication with the LO.
- Driver and LO **MUST**:
  - ◊ **AGREE** on the position of the driver during loading operation, **EITHER** within the truck cab or designated safe work area (refer diagram page 1).
  - ◊ Establish and confirm method of communication (oral, visual or radio). Hand held radio communication is **PREFERRED**
- If driver remains in the vehicle cab during loading, the truck cab **MUST** be guarded with a headboard / cab guard sufficient to prevent injury to the driver of log falling or striking the cab.
- If cab guarding is inadequate driver **MUST** relocate to the agreed safe work area prior to loading
- Ensure adequate lighting for loading activities—this may require additional lighting.

#### DURING LOADING:

- LO **MUST** ensure the area in the immediate vicinity of the operation is and remains clear of persons at all times.
- All personnel on site **MUST** comply with all reasonable directives of the LO.
- If at any time the LO is unsure that the exclusion zone is free of persons, or loses visibility or communication with the driver they **MUST STOP** until it is safe to recommence.
- LO **MUST** ensure logs being lifted are fully encircled by the log grab or grapple at all times.
- Logs **MUST NEVER** be lifted over the cab during loading
- Driver **MUST NOT** sit or stand on any part of the trailer, truck or load during loading
- While not in operation, the log grab or grapple **MUST** be grounded. For Forwarders, the safest place for the grapple is sitting in the bunk of the machine.
- If there are any safety concerns operations should **CEASE IMMEDIATELY**
- Driver may not commence load restraint until the loading operation of all bays is completed
- Remote monitoring of load weight is **RECOMMENDED** to eliminate need for driver to enter exclusion zone to monitor the weight of the logs being loaded
- Driver **MUST** ensure verbal confirmation from LO and wait for the log grab to be grounded or positioned in the bunk before:
  - ◊ Leaving the cab of the truck during loading
  - ◊ Moving from the designated safe work area
  - ◊ Before applying lashings to the load



Date issued: 25/05/23

Guideline #: G23-01

## Log Loading Guideline (Cont.)

### EXAMPLE SAFE DRIVER VIEWING AREA FOR DRIVERS DURING LOADING

Some states prefer that drivers remain in the cabin during loading, while others preclude it.

Where drivers do not remain in the cabin, the designated safe viewing area for drivers must be made clear to all personnel on site and it must be communicated.

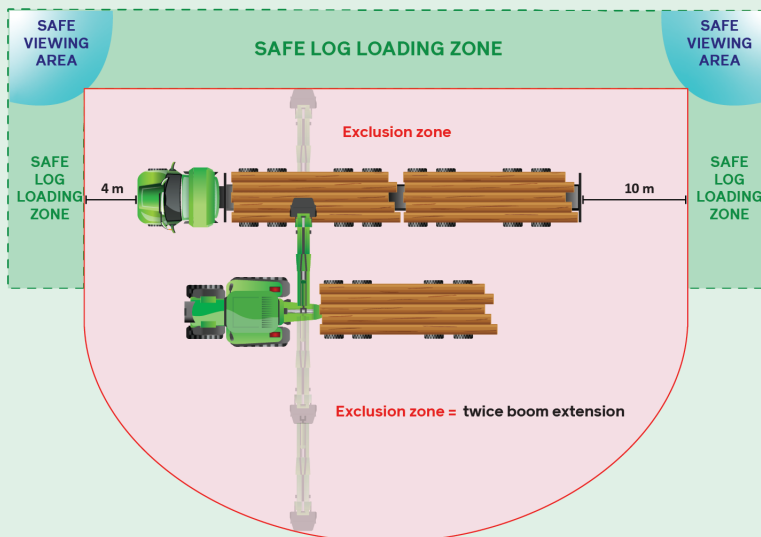
An example (refer diagram below) of an acceptable loading area with safe driver zone is provided below. Note: that this may differ depending on the space, layout and location of the log stack / landing on your site. Whatever the arrangement, the designated safe zone for the driver must be clearly communicated and identifiable.

A driver that does not remain in the cabin during loading, must be in clear sight of the loader operator at all times. Drivers should remain stationary whilst loading machinery is in operation.

Where safe or practicable, the driver is permitted to move along the back 'safe viewing area' once the first trailer has been loaded and the log grab or grapple is grounded or positioned in the bunk.

The truck driver should be:

- a minimum of **4 METERS** in front of the truck, OR
- **10 METRES** from the rear, OR
- **10 METRES** from the opposite side to the side being loaded.



**BLUE ZONE**— Some believe standing at a 45 degree angle to the trailer is the safest viewing area for a driver



**GREEN ZONE**—This is a machinery 'no-go zone'. Drivers should stay within this safe area while trailer/s being loaded



**RED ZONE**—Drivers not permitted to enter this area while truck is being loaded and loader in operation

**NO PERSON** is permitted to enter the **exclusion zone** unless they have received verbal confirmation from the loader operator that it is safe to do so.

Person must wait for the log grab or grapple to be grounded before entering the 'red zone'.

Loading must not recommence until person is back in the safe viewing area.