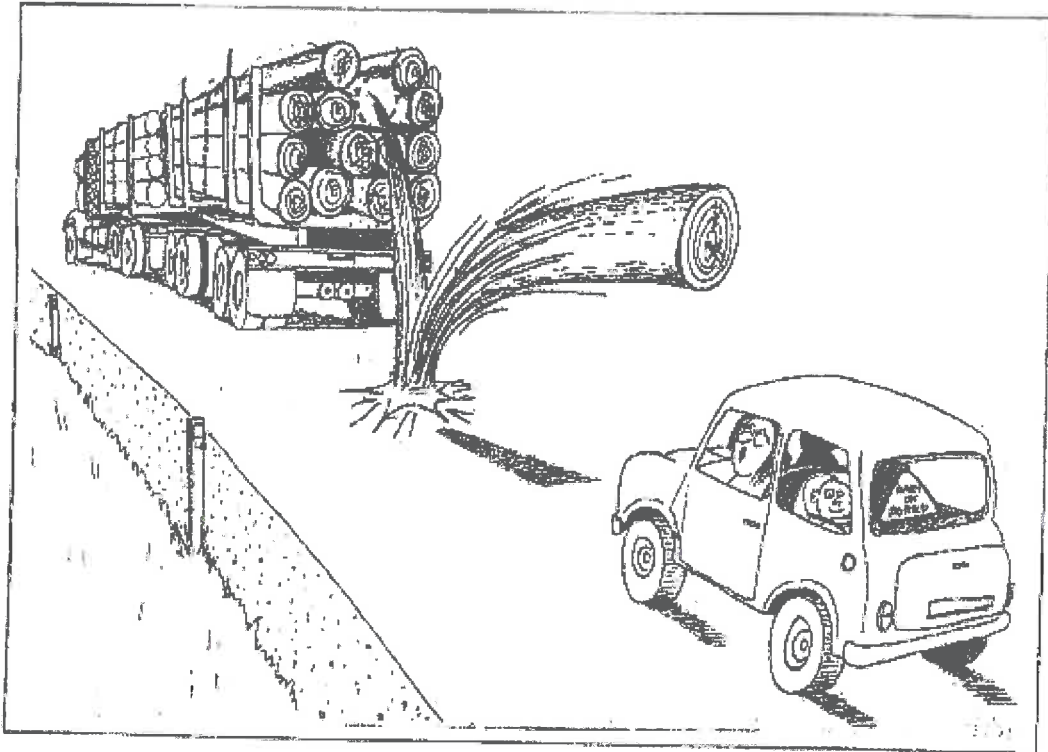




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LOAD SECURITY INITIATIVE



Background:

- There have been incidents of logs falling of trucks whilst travelling on roads. This is seriously hazardous for other road users and is impacting greatly on public perception of the forest industry. The hazard is more likely occurring because of the relatively rougher public road conditions on the East Coast.
- Belly Chain's -The use of belly chains by some companies has already seen a marked improvement toward eliminating logs falling from loaded logging trucks.
- Loading double bunk trailers - Single trailer packets have higher centre of gravity and increased potential for trailer rollover. Large logs that are loaded higher up in the packet and have their large end facing the rear have a greater tendency to work loose and fall out the the back of the load.
- This is not just an issue which should be blamed on truck drivers; everyone along the supply chain is responsible.



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Important points regarding the law - Chain of Responsibility:

- The chain of responsibility recognises that vehicle drivers' and operators' behaviour can be significantly influenced by the actions of others in the transport chain (including company directors). The people included in the chain ranges from those handing over the logs through to those receiving them. Everyone involved can be held accountable and there are penalties that can apply.
- The chain of responsibility holds that all the people who influence drivers' behaviour and compliance should, and must, be held accountable if that influence results in non-compliance with traffic rules and laws.
- The chain of responsibility is responsibility shared, not transferred.
- Who is in the chain? - A person is part of the chain of responsibility if their actions, inactions or decisions affect road transport operations. This could include a person who:
 - Consigns goods
 - Packs goods
 - Operates and/or drives a vehicle moving goods
 - Plans the pick-up and/or delivery of goods
 - Dispatches the vehicle moving goods
 - Receives goods

Initiative - Encourage all East Coast operators to;

1. Belly chain all single packets of logs less than 5.0m in length.
2. Encourage all drivers to find ways of lowering the centre of gravity of their loads.
 - a. This will depend on each individual truck configuration as not all truck configurations are the same.
 - b. Primarily all 5.2m logs (or shorter lengths) shall be loaded onto trailer's that are configured as a double bunk load. This involves loading the two bunks on the trailer separately with the large end of the logs facing each other in the middle of the trailer. See photo 1 & 2.
3. Single trailer packets are discouraged because of the high centre of gravity within the load. Large logs that are loaded higher up in the packet and have their large end facing the rear have a greater tendency to work loose and fall out the back of the load.
4. Empower truck drivers
 - a. Truck drivers dissatisfied with the standard of loading shall request it is reloaded to meet the legal and best practice requirements. At the end of the day the loader operator must be awarded powers to insure that his/her load meet the legal and best practice requirements.



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Photo 1 & 2. Double bunk trailer packet of pruned logs

Reinforce the current standards when crowning packets of logs

- Logs on top of the load must be **crowned** so that the restraints are in contact with as many logs as possible. See Fig 2 Crowning standards.
- All logs shall be loaded so that the lower layer and outside logs overhang the bolster and stanchion edge by at least 150mm.

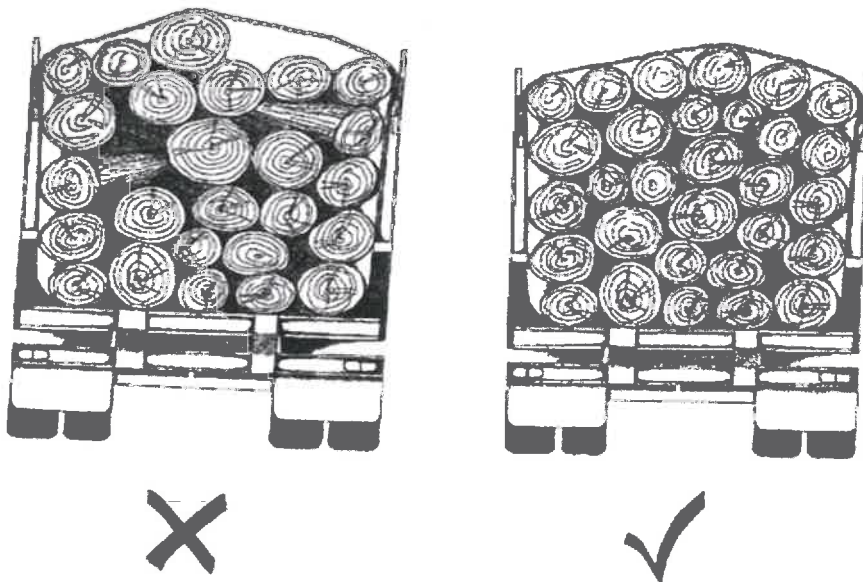


Fig 2. Crowning Standards

Everyone from forest owner, contractors, dispatchers to port operations are responsible in the supply chain and shall do their part to ensure these initiatives are implemented as best practices. "If we choose to ignore poor behaviour then we are accepting it."