

The Safety Flyer

No. 223

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LOADING TRUCKS & LOAD SECURITY

Over the last 12 months, there were 18 incidents resulting in damage to either the log truck or loader during loading or unloading.

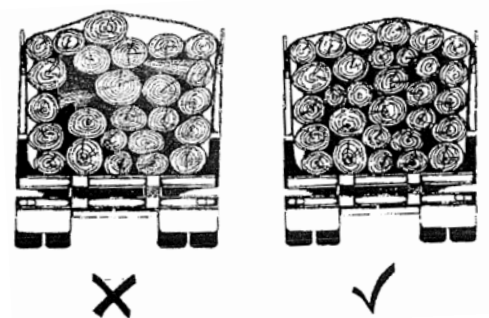
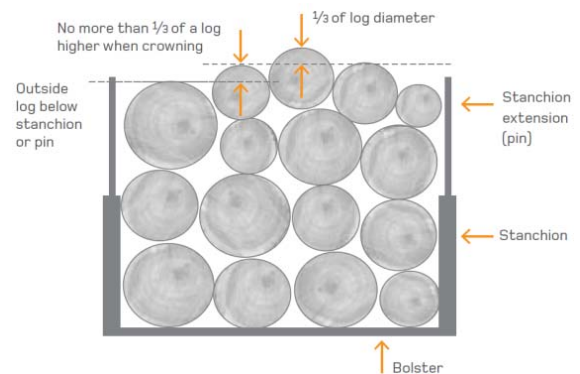
What we've learnt is that often the hazard is not identified or the level of risk is not effectively managed by either the truck driver or loader operator.

These hazards can include:

- Logs not well positioned during loading.
- Logs more slippery than normal.
- The packet is heavier than normal (more than 17T).
- Logs not secured in the grab or broken.

Key points to remember:

- During loading and unloading, the truck driver and loader operator have a joint responsibility to ensure safety. Talk to each other, neither is in the perfect position to view the entire load.
- Before leaving the loading zone, the truck driver must ensure their load is secure and compliant as per LTSC and Forest Operations ACOP guidelines. The truck driver has full responsibility for his load in transit. Check:
 - Packets are well crowned so all logs are secured and restrained.
 - Minimum and maximum overhangs and heights are observed.
 - Belly chains are used to secure short or slippery logs.
 - Logs must be centrally located in the packet, so the load is balanced in the wheel loader grab for unloading and separate packets must not be interlocked.
- Before unloading, the truck driver and loader operator are to discuss unloading. The truck driver may know something about the condition of their load that is not visibly obvious to the loader operator.
- If the risk cannot be managed by the wheel loader, then consider unloading with an excavator.
- During unloading, the truck driver is to provide feedback to the loader operator, ensuring all logs are secure and contained in the grab.



Working together, there is a greater chance of managing the risks found during loading and unloading.