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Mick Bottomley Forest Enterprise Scotland

@TimberTransport





MAKING
FORESTRY
WORK SAFER

FISA Working Group 6 “Forest Haulage”



WG 6 The Development of “The Forest Haulage Safety Manual”.



WG 6 The Development of the forest haulage “Safety Guidance FISA 706”.



FISA Safety Guide 706 Timber Haulage

Sponsored by:


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INTRODUCTION

This leaflet covers the safe practices to be followed when operating Large goods vehicles (LGV's) in the forest. Whilst the main thrust of this guide relates to Timber haulage operations in the forest, sections are appropriate to other heavy goods vehicle access such as Low loaders, fuel delivery vehicles and material for use in construction and maintenance of forest roads. You can use this leaflet along with manufacturers handbook for your vehicle, as part of the risk assessment process to help identify the controls to put in place when carrying out haulage operations in the forest. You must also assess the effect that other forest operations shall have on the haulage activity and weather conditions as well as following this guidance. Operators must have had appropriate training in the operation of their equipment and understand the increased risks of operating in a remote Forest environment.*

PERSONAL PROTECTIVE EQUIPMENT

1. Use the following PPE:
 - * Safety Helmet (complying with EN397) when the risk assessment identifies that it is required.
 - * Suitable hearing protection (complying with EN352) where the noise level exceeds 80dB(A) (see INDG363: *Don't lose your hearing*).
 - * Suitable protective gloves when inspecting or carrying out any maintenance or handling fuels, oils or lubricants and hydraulic components.
 - * Protective boots with good grip and ankle support (complying with ISO20345).
 - * Suitable eye protection during some maintenance tasks and when the risk assessment identifies that it is required.
 - * Non snag outer clothing appropriate to the weather conditions. High Visibility clothing (compliant with EN471) should be worn when the risk assessment identifies that it is needed.
2. A suitable first-aid kit, including a large wound dressing should be available in the vehicle (see HSE Leaflet INDG214: *First Aid at Work. Your questions answered*).
3. Hand cleaning materials such as waterless skin cleanser or soap and paper towels should be readily available.
4. You should have available and know how to use an emergency kit for spills of fuel, oil or chemicals as appropriate.

GENERAL ADVICE

5. Signage in the forest environment is very limited and so it is important that the drivers know how to get to the particular worksite and are aware of any hazards and constraints on the route. Forest roads are un-surfaced single track roads with few passing places and turning points and it is important that agreed methods of work and communication is in place to minimise risks. Keep speed down and report road defects.

THE LORRY

6. The Public are invited into many forest areas where they undertake a range of recreation activities. Drivers should be aware of their presence whilst operating in the forest environment. Consideration should be given to use of flashing beacons in some circumstances.
7. Any risk zone specified by the manufacturer should be clearly and prominently marked.
8. Adequate lighting should be fitted if working in visibility.
9. Where the vehicle is transporting dangerous goods such as fuel or explosives, appropriate warning notices should be displayed in accordance with ADR regulations.

DRIVING

10. Access and egress to the worksite should only be done on the routes identified in the site plan and risk assessment and the driver should be aware of all of the hazards he will encounter on the route. This extends to the agreed routes on the public roads.
11. Forest roads are designed and built to accommodate HGV's travelling at 15mph. Speed in excess of this increases the risks and causes more damage. Keep to the agreed speed limits set in the risk assessment.
12. Be aware of other road users and show courtesy when driving in the forest.
13. Visibility is generally poor in the forest environment. Drivers should drive with dipped headlights in the forest or daytime running lights.
14. Avoid travelling in convoys in the forest as this can cause significant damage to the road network.
15. Be aware of weather conditions and avoid driving on roads following a freeze/thaw or when roads are very wet. Report road defects promptly to the Forest Works Manager.
16. Vehicle has turned and facing towards the exit before loading.

LOADER

17. Where the Vehicle is fitted with a loader, the loader must be regularly inspected to detect wear and tear that could make the equipment unsafe to use. Loader inspections must also comply with the annual inspections required under LOLER. (See INDG290: *A Simple Guide to LOLER*).
18. Maintenance must be carried out in accordance with the manufacturers handbook which should be available. Maintenance record must be recorded and retained.

* Suitable FMOCS or CPSC certificate for the crane, Valid CPC, First aid training and ADR certification where this is appropriate.

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Timber Hauliers are a highly skilled, highly motivated and integral part of the timber supply chain.

You are frequently working alone in remote areas in poor weather and on difficult terrain.

You are often under pressure to achieve challenging delivery targets especially in the current market.

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Electricity presents a serious and growing hazard in the forest working environment especially to timber hauliers.

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Last year there were 3 fatalities in the agriculture, forestry and fishing sector in Great Britain caused by contact with overhead electricity lines.

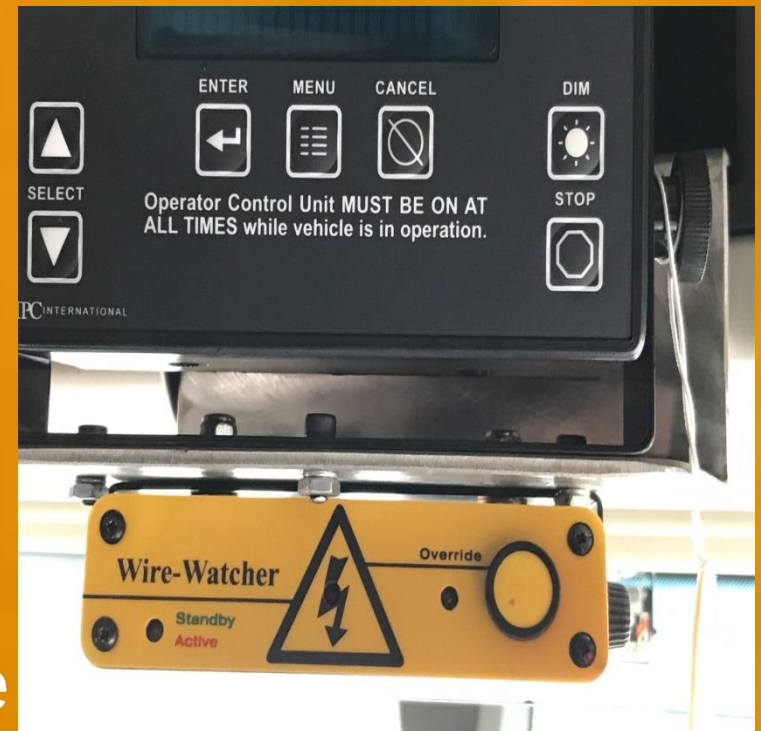
This represented 10% of all fatalities in our sector and is up from a 4% average for the preceding 5 years.

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A common factor in accidents involving overhead powerlines is all too often workers and their supervisors have insufficient understanding of the very real hazards posed by electricity.

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It is recognised that a minimal investment in automatic warning controls, specifically electrostatic field detection systems may significantly reduce the risk for hauliers operating variable height loaders in the forest.



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The FISA haulage working group has therefore commissioned a report to inform hauliers of the advantages of installing this equipment.



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Purpose of the report.

To investigate the range of high voltage electricity cable proximity detectors suitable for forestry HGVs that are available for use in the UK, including the method and characteristics of operation, features and facilities, fitting options, cost (if available) and issues arising.

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To review the performance of detectors fitted to timber lorries in the south Scotland area through:

Feedback from drivers / operators and physical checks to assess calibration, sensitivity, accuracy, reliability and other issues affecting the potential safety benefits of a number of systems.

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To compile a report on the investigation with results, conclusions and recommendations.

It is due for publication at the end of March 2018.



FISA Membership

THANK YOU

- Network of members
- Safety Information, alerts
- Training and guidance
- Competency training
- Web site information
- Industry document library
- Industry Safety Guides
- Use of the logo
- Free events



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