

Safety in industrial and terminal areas when handling forest raw materials

Adopted by the Forest Industries Transport Committee 2023-11-29



Photo: Emil Nordin

NOTE! Local provisions in addition to these regulations may apply.

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1. General

The regulations in this document apply generally to all people within permanent areas for loading and unloading of forest raw materials on all Swedish industrial and terminal areas belonging to the member companies of the Swedish Forest Industries Federation.

Please note that local provisions, in addition to the regulations outlined here, may occur and always apply in the first instance. Contact the industrial and terminal area's local site manager if there is any uncertainty regarding the application of the regulations.

Smoking is only permitted in designated places.

All parties regard safety and the environment as important commitments and act accordingly. All parties are responsible for ensuring that work is carried out in accordance with applicable traffic regulations and that safety is not disregarded. All parties are responsible for ensuring that the necessary permits, certifications and insurances are present in order to carry out the assignment. If any of the parties believe that the assignment cannot be carried out within the existing laws, regulations or local provisions then the assignment shall not be carried out. The parties will then jointly design an acceptable assignment. In the event of an accident or serious incident, the contracting party shall be informed without delay.

2. Personal protective equipment

Protective helmet, safety glasses/visor, safety shoes and high visibility clothing on upper body (minimum class 2) is mandatory outside the drivers cabin on industrial and terminal areas. Gloves with reflective material shall be used when directing in darkness or during the night. Personal protective equipment should fulfil the following classifications and standards

High visibility clothing ISO 20 471	Safety shoes EN ISO 20345 SB
Protective helmet EN 397/EN 12492	Safety glasses/visor EN/ISO166

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3. Operators of loading and unloading machines

Training	The machine operator must have the knowledge required according to the Working Environment Act. For the loading of railway wagons, the machine operator must have undergone special training with ASTOC (the Association of Swedish Train Operating Companies), conducted by certified cargo trainers.
Roadworthiness	The machine operator must carry out daily inspections and is responsible for ensuring that faults are reported in writing to the site management, who are responsible for the machine's roadworthiness
Safety / Liability	When unloading vehicles with a front loader/material handler or traversing/overhead crane, the site management and the machine operator at the reception site are responsible for order and safety
Loading / Unloading	When loading and unloading railway carriages, the machine operator must check that shunting operations (train movements) have ceased. The unloading may only be started when the cargo securing arrangements have been removed. If two machines are loading /unloading a vehicle, only one machine at a time may be within the loading/off-loading area of 20 meters
Refusal	Both the machine operator and the haulier have the right to stop or refuse loading /unloading if there is a risk of injury to person or vehicle. Machine operators must always refuse to load /unload if the driver is not wearing a helmet and/or high visibility clothing. The machine operator must report faults and problems in writing to the work management with the date, time and registration number of the vehicle.
Cleaning	Timber debris (such as, cut or broken pieces of timber, larger branches and the like) or other loose objects that can cause damage during train movements must be removed before a carriage is allowed to be taken into traffic.

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4. Timber hauliers

Speed	A maximum speed of 20 km/h applies within industrial and terminal areas. Follow the designated driving routes.
Unstrapping	Unstrapping of belts, bands, straps or chains is only allowed on the designated unstrapping area. Since unstrapping of cargo is a risky part of unloading it must be done with outmost care and risk awareness.
Safety	<p>Driver must not under any circumstances use a mobile phone during off-loading operations until the crane is secured for departure.</p> <p>Drivers must be able to communicate with the staff at the location, and understand the contents of this safety instruction. They must therefore have sufficient skills in Swedish or English language for this purpose. If this requirement is not fulfilled, they will be obliged to leave the industrial and/or terminal area.</p>
Distance between the stanchions	In order to load safely, the distance between the stanchions must be at least 180 cm and the timber must be as centred as possible between the stanchions. Protection beams and support beams must be constructed in such a way that the vehicle's frame does not risk being damaged during unloading. Tensioners must be mounted so that they do not interfere with loading / off-loading.
Rail terminals	The maximum length for stacked timber is 6.15 meters. At certain rail terminals, a minimum length of 3.0 meters applies. Check in advance to find out!
Vehicle damage	If a vehicle is damaged in the loading /unloading area, the site management must be contacted immediately. A damage report shall be written and supplemented with digital photographs, and signed by all concerned.
Passengers	<p>Passengers must leave vehicles at the measurement station, or in accordance with the site guard's instructions or at another designated place and wait while the loading/unloading is completed. If a passenger is discovered in the cab, unloading must stopped immediately and the site manager or guard must be contacted.</p> <p>When a new driver is being trained, exemptions are allowed provided that the machine operator is informed and the existing safety regulations are followed.</p>
Idling	All idling shall be avoided wherever possible, for example when recording the measurement data and waiting in a queue for measuring or loading/ unloading.

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5. Unloading lorries

Before loading

Stop at the designated unstrapping area. Release and roll up the belts, bands, straps and chains.

Crane Handling

The driver of the lorry places the crane in the unloading position, on the ground opposite the side of the unloading. The crane must not be manned or put back into the transport position until the unloading is completed and the lorry is at the safe distance of at least 10 meters.

During unloading

The driver exits the lorry, stands fully visible to the machine operator on the opposite side of the vehicle, and shall have eye contact with the machine operator and is responsible their side of the lorry that they are standing on. If necessary, the driver shall assist with clear signals during unloading, see signal diagram. When the load has been gripped, a safety distance of at least 10 meters applies.

The machine operator must not talk on the phone during unloading.

Separators for log stocks

Separators for dividing log stacks (see picture below) must only be put in place when a new load is unloaded and the logs must be taken from the underlying load. This is to ensure that logs are never loosely placed on top and at risk of falling off the log stack.

Cleaning

After unloading, the vehicle shall be cleaned at a designated location. Waste, such as, branches and bark shall be sorted and separated according to local arrangements.



Photo: Emil Nordin



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6. Wood chip and biofuel hauliers

Wood chip and biofuel hauliers are subject to the regulations outlined in this booklet, with the following additions:

- Covering cargo** Cargo covers shall be removed before reaching the measuring bridge. If transport from the measuring point to the unloading site must take place on a public road, the load must be covered during the journey.
- Loading / Unloading** The load must be loaded/unloaded at the designated location.
- Cleaning** The removal of remaining wood chips / biofuel is done at the unloading site. Other cleaning of the vehicle is done at the designated location.



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7. Signalling system



UP



DOWN



CLOSE GRIPPER



DIRECTION OF MOVEMENT



OPEN GRIPPER



STOP



Swedish Forest Industries Federation

Box 55525

102 04 Stockholm

Sweden

+46 (0)8-762 72 60

www.forestindustries.se

 Swedish Forest
Industries