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## Harvesting, transport and handling of euc

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### Purpose of this document:

There is increased risk around transportation, loading and unloading of peeled eucalyptus logs given the slippery nature of these logs. Therefore, these best practice guidelines (BPGs) have been developed to provide guidance in managing the risks at various stages of the harvesting, loading and unloading processes.

Please note: These BPG's are developed by Oji Fibre Solutions – Fibre Supply, in conjunction with our contractors who are involved in working with the euc logs, and are to be applied only to our own processes (in-house). These are NOT intended to be applied industry-wide.

Sections of this document will apply to Oji Fibre Supply and / or our contractors, at the various stages of harvest planning and log handling.

### Stage One: Pre harvest planning

Oji Fibre Solutions – Fibre Supply, in the pre-harvest planning stage, will ensure there is adequate room for multiple landing sites / loading out areas, to enable safe storage of peeled (de-barked) logs for a minimum for 3 days.

Attention will also be paid to ensuring the loading out sites are level, and road conditions are as optimum as possible.

### Stage Two: Harvesting

There must be at least three full days between date of de-barking and load out date, for all euc logs. Ideally, euc logs should be stored for a minimum of three days where they are exposed to air circulation and sunlight, where possible. N.B. The three day minimum age of logs before load out is taken from the day they were de-barked (peeled), NOT the falling date. If the loader operator / harvesting contractor determines that the logs are still too slippery to safely be loaded out after three days, this period may be extended as required, in consultation with the Oji Fibre Supply Harvesting Supervisor (e.g. during periods of wet weather, etc).

When fleeting and stacking logs, avoid getting loose bark in the stacks.

Ensure sweep is removed as required (per log specifications).

### Stage Three: Loading of trucks

The loader operator at the crew must ensure:

- The truck driver is either in his/her cab or located in a safe area as per the Oji Standard Operating Procedure for log loading.
- Extra care is to be taken when loading trucks, given the logs may be slippery, to prevent logs from slipping and falling from the grab and landing against the truck / trailer, potentially causing property damage.
- Loads should be as level as possible. (Butt stacking is to be avoided.)
- Avoid including loose bark in with the packets during the loading process.

- Log length should be as uniform as possible in each bay (each packet). Avoid mixing logs of varying lengths in the same packet.
- Logs should be centred in the packets, to allow for balanced grabs when unloading.
- Loads should be properly crowned.
- Watch packet heights – try to keep packets below the stanchions.
- The loader driver is expected to communicate with the truck driver prior to signing the docket, to check that the truck driver is happy with the load safety. The loader operator must make adjustments to the load if requested to do so by the truck driver. I.E. Ideally, the loader operator and truck driver should walk a circuit of the truck / trailer together, to check the load safety from both sides and ends.

### Stage Four: Transport of euc logs

All cartage contractors must ensure their drivers comply with the following:

- All euc loads MUST be belly chained (all packets), as per industry guidelines (i.e. all packets must have a minimum of 3 restraints). This is regardless of the truck / trailer type used.
- The truck driver is ultimately responsible for the load, and should only leave the crew site if he / she has completed a load safety check prior to leaving the loader operator, including walking a circuit of the truck / trailer packets to view the load from both sides and ends. The driver must ask the loader operator to make any adjustments necessary to ensure the load is level, crowned, and as safe as possible, prior to moving off to chain up.
- The truck driver must stop to check their load prior to entry onto any public road, and again at intervals of the trip depending on the length of the trip. Due to the nature of euc logs, load checking during transit is expected to occur more frequently than when carting other log species, e.g. radiata.

### Stage Five: Unloading

The unloading at the log yard is completed by the log yard contractors. During unloading, the contractors should make every effort to use the machines most suited for this task (i.e. the machines best able to securely unload the packets.)

- Securing beaks, tusks, and auxiliary hold downs must be used to ensure grabs are as secure as possible.
- Ensure unloading is only carried out on level ground.
- Try not to “upset” the load more than necessary during unloading.

Contractors who contributed to the development and review of this document include:

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Reviewers	Amendments made	Date completed
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