

# Safety in Industrial and Terminal Areas when Handling Forest Raw Materials

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Foto: Lasse Arvidsson

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## 1. General

The regulations in this document apply generally to all people within all 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.

**High visibility clothing of at least class 2 shall be worn at all times by people within the terminal areas.**

**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.

The Swedish Forest Industries Federation's sustainability criteria and policies for the procurement of transportation can be found at: [www.skogsindustrierna.se/transport](http://www.skogsindustrierna.se/transport)

## 2. Operators of loading and unloading machines

<b>Training</b>	The machine operator must have the knowledge required according to the Swedish Working Environment Act (Arbetsmiljölagen). For the loading of railway wagons, the machine operator must have undergone special training conducted by certified cargo trainers licenced by the Association of Swedish Train Operating Companies (Branschföreningen Tågoperatörerna).
<b>Roadworthiness</b>	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.
<b>Safety / Liability</b>	When unloading vehicles with a truck or traversing/overhead crane, the site management and the machine operator at the reception site are responsible for order and safety.
<b>Loading/Unloading</b>	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.
<b>Refusal</b>	<p>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.</p> <p>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.</p>
<b>Cleaning</b>	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

### 3. Timber hauliers

<b>Speed</b>	A maximum speed of 30 km/h applies within industrial and terminal areas. Follow the designated driving routes.
<b>Safety</b>	<p>Protective helmets, safety shoes and high visibility clothing must be worn at all times outside the cab in industrial and terminal areas. Reflective gloves should be used in the dark/night time. High visibility clothing must be at least class 2.</p> <p>Foreign drivers must be able to make themselves understood in Swedish or English, otherwise they will be obliged to leave the industrial and/or terminal area. Driver must not use a mobile phone during off-loading operations until the crane is secured for departure.</p>
<b>Distance between the stakes</b>	In order to load safely, the distance between the stakes must be at least 180 cm and the timber must be as centred as possible between the stakes. Protection bolsters and support bolsters 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.
<b>Rail terminals</b>	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!
<b>Vehicle damage</b>	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.
<b>Passengers</b>	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. When a new driver is being trained, exemptions are allowed provided that the machine operator is informed and the existing safety regulations are followed.
<b>Idling</b>	All idling shall be avoided wherever possible, for example when recording the measurement data and waiting in a queue



## 4. Unloading lorries

### Before unloading

Stop at the pre-off-load station or designated area. Release and roll up the belts, bands 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.

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

### During unloading

The driver exits the lorry, stands fully visible to the truck driver on the opposite side of the vehicle, and shall have eye contact with the truck driver. 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 truck driver must not talk on the phone during unloading.

### Cleaning

After unloading, the vehicle shall be cleaned at a designated location.



Foto: Lasse Arvidsson

## 5. Wood chip and biofuel hauliers

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

**Cargo covering** 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.



## 6. Signalling system



**UP**



**DOWN**



**CLOSE GRIPPER**



**DIRECTION OF MOVEMENT**



**OPEN GRIPPER**



**STOP**

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