Introduction
Every spring and fall there will be conditions / weather events that make for extremely challenging hauling conditions.

Interfor has already introduced the Mandatory Chain-Up Procedures to reduce logging truck related incidents.

These Log Hauling Shut-Down Procedures are meant to support this goal. There are certain days where road conditions make hauling very challenging. Sometimes shutting down the log haul is the best action to the incidents.

Scope
Log hauling on Interfor haul roads during changing weather conditions.

Shut Down Criteria
There are several scenarios that could cause the shut-down of a log haul. These are the most common scenarios:

1. Early/Late Season Snow Events:
   - -2 to +2 degrees Celsius temperature range.
   - Fresh wet snow greater than 4-6 inches accumulation or freezing rain events.
   - Grader/sand truck not able to keep up.

2. Rain Events after periods of dry on steep ground.

3. Extreme Wind Events with a risk of trees coming down on passing trucks

Procedures to Shut-Down a Log Haul
If any of the above scenarios are experienced at the following steps will occur:

1. As the Loaderman travels to the block in the morning he will contact the Lead Truck via radio and communicate:
   - any new road hazards
   - the status of the grader/sand truck
   - weather conditions on the road

2. Based on the information provided by the Loaderman, the Lead Truck might make the decision to try the road with his empty truck because of his skill level and additional safety precautions taken (ie: extra chains).

3. Based on personal experience to that point in the day and also on the Loaderman’s information, the Lead Truck will make a recommendation on whether or not the haul should continue. If the Lead Truck feels it should be cancelled, he is to immediately contact his Contractor Supervisor to communicate the conditions and haul status.

4. It is the Contractor Supervisor who will make the final decision on whether the haul should continue or not. This way the Lead Truck is absolved of potential peer pressure from other trucks who may want the haul to continue. *All drivers have the power and authority to stop hauling themselves if they feel unsafe or unqualified for the conditions.*

5. Once the haul has been called off:
   - ALL trucks are to be notified immediately by the Lead Truck or the Contractor Supervisor.
   - The Interfor Supervisor is to be notified as soon as possible.

Interfor encourages and supports the decision of any truck driver, lead truck or contractor who chooses or recommends NOT to haul on a road due to the condition of it.