



INDUSTRY

SAFETY ALERT

Unsafe Logging Truck Loads

Location: Okanagan-Shuswap

Date of Hazard: January 2023

Details of the Hazard / Close Call / Serious Incident: Several unsafe loads have been observed recently at multiple log yards. Unsafe loads are a major safety hazard to forestry workers as well as the public (see photos on following pages).

The loader operator and the truck driver have an equal responsibility to ensure the load is safe before it leaves the loading location.

Recommended Preventative Actions, Awareness, Learnings, and Suggestions:

- A primary inspection of the load should be completed at the loading site.
- Additional inspections should be conducted enroute to the destination to ensure the load is still secure.
- The load should be inspected for debris, branches, or rocks. If any of these are identified, they must be removed from the load.
- All logs must be adequately contained within the bunks.
- Outside logs must extend beyond the front and rear bunks.
- Review the attached TAG Load Securement document (Driving for Safety).

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BC Forest Safety

Unit 8C - 2220 Bowen Road, Nanaimo, BC, V9S 1H9
Toll Free: 1.877.741.1060 | bcforestsafe.org



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Driving For Safety

Log wrappers & binders



CVSE: National Safety Code Standard

Longwood: logs longer than 4.9 metres long.

Shortwood: logs shorter than 4.9 metres long.

Tiedown: a combination of securing devices that are attached to one or more anchor points on a vehicle.

Working load limit: the maximum load that may be applied to a component (i.e. tiedowns, connectors, winches and anchor points) of a cargo securement system during normal service determined in accordance with the National Safety Code (NSC) Standard 10, Division 3 and 4 of Part 1.

Minimum Strength of Securement System

The “aggregate working load limit” is the sum of one-half of the working load limit for each end section of a tiedown that is attached to an anchor point.

The aggregate working limit of tiedowns used to secure each stack of logs shall be at least 1/6 of the weight of the stack on framed or flatbed vehicles.

Shortwood or longwood loaded lengthwise

A stack of logs loaded lengthwise on a frame or flatbed vehicle, other than a pole trailer, shall be secured to a vehicle by two or more tiedowns.

For the purposes of cargo securement and NSC Standard 10, hay rack semi-trailers are considered to be pole trailers.

Pole trailers

This applies to logs regardless of the length, transported on pole trailers.

The logs shall be secured by: one or more tiedowns at each bunk, or two or more tiedowns used as wrappers that encircles the entire stack of logs at sufficient locations along the stack to secure it effectively.

Where wrappers are used on a stack of logs, the wrappers at the front and rear ends of the stack shall be not less than 3.04 metres apart.

It should be noted that CVSE currently accepts wrappers for the securement of logs on configurations other than pole trailers such as B-trains, Tri and Quad Axle Trailers and Super Bs for both longwood and shortwood applications.

WorkSafeBC requirements

“binder” means a wire, synthetic rope, chain or other device that is secured by a cinch and placed around the logs on a logging truck or trailer to prevent the logs from spilling:

(a) the strain on the binder units, bunk stake lines or stakes must not exceed the load that the unit lines or stakes are designed to bear.

(b) Each binder and attachment must have breaking strength of at least 53 kN (12,000 lbs).

(c) At least two binders must be installed to restrain logs.

This is just a small portion of both NSC standard 10 and WorkSafeBC regulations. For the complete list of the regulations regarding load securement please reference [NSC10](#), & [WorkSafeBC Regulations](#) 26.67, 26.68 & 26.69

Safe Driving is Good Business