Forestry Log Haulage Registered Code of Practice (LHC)
DRAFT AUGUST 2019

UPDATE AND KEY CONSIDERATIONS

1. LHC: POST CONSULTATION (Dec 18 – March 19)

- Following completion (March 2019) of the first round of consultation with industry the Forestry Log Haulage Registered Code of Practice (LHC) and a summary of submissions received was considered by the Australian Forest Products Association Growers Chamber.
- At the AFPA Meeting it was agreed continue to re-draft the LHC and specifically:
    - Revise technical parts of the LHC to align with 'best practice examples' and provide guidance material
    - Engage a code writer to assist in drafting the LHC
    - Release a revised draft for further consultation with industry
    - A significant amount of review work has occurred and has resulted in changes throughout the document
- The Code Writer (Angus Draheim Consulting) and Technical Writers, (Engistics) have worked with key stakeholders to re-draft the code; informed by feedback on the first public draft.
- The LHC DRAFT Aug 2019 has improved the relationship with specific forestry risks, hazards, the MasterCode and the Heavy Vehicle National Law (HVNL)
- Significant changes have been made to the Equipment and Load Restraint sections based on feedback

2. LHC DRAFT Aug 2019 – A GUIDE TO CONSIDERING/READING THE LHC

- The re-draft provides options for parties to implement systems and process that meet the HVNL
- If parties do not wish to follow specific solution provided as examples of how to comply with the HVNL the LHC DRAFT Aug 2019 also provides guidance on what you would need to meet when developing your own system or solution
- The LHC addresses this basis for the development of alternative solutions
- Some operators or users of the LHC will not be able to meet the requirements immediately. This is a common outcome with newly formed Codes of Practice.
- As a matter of priority, users of the LHC should assess any gaps in existing practices relative to the requirements in the code and complete a "Gap assessment". Plans to close any gaps should be developed and progress made to this plan over a nominated time frame. Gaps should be addressed on the basis of priority, relative to the risks presented by any gaps identified.
- All users should still complete their own Risk Assessment and the LHC provides guidance on how to undertake this process.

3. CONSIDERATION OF KEY ISSUES

3.1. Changes to the Law 1 October 2018 - Loading Performance Standard

- National Heavy Vehicle Law and Regulations were amended in 1 October 2018
- Included the introduction of the Loading Performance Standards into the regulations in Schedule 7 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation Section 2 (previously referenced in National Load Restraint Guide).
- This means the Loading Performance Standards apply in all situations; independent of the LHC. This means that all loads of logs need to meet the loading performance standards in Section 2, there are no exemptions or tolerance for non-compliance.

- The Loading Performance Standards: loads must be restrained and not move when the loaded vehicle is subjected to—
  (a) any of the following, separately—
  (i) 0.8g deceleration in a forward direction;
  (ii) 0.5g deceleration in a rearward direction;
  (iii) 0.5g acceleration in a lateral direction; and
  (b) if friction or limited vertical displacement is relied on to
  comply with paragraph (a)—0.2g acceleration in a vertical direction relative to the load
- The LHC DRAFT Aug 2019 provides examples of load restraint systems that meet the Loading Performance Standards

3.2. Load Restraint

- The load restraint solutions have been re-drafted to reflect requirements for both
  - Hardwood
  - Softwood
- The appendix provides a guide to the wood types/species that have been considered at part of these.
- The solutions provided are evidence-based, certified by an engineer and informed by current data available
- Specifically, log frictions and related solutions is informed by the latest friction testing available. It includes data from ALL testing between 2014 to 2019 on various hardwood and softwood species including testing which occurred at:
  - Gippsland (VIC)
  - Dartmoor (VIC)
  - Launceston (TAS)
  - Sunshine Coast (QLD)
- If businesses or regions within the industry want to develop their own solutions based on their own data, they can do still do this, the LHC DRAFT Aug 2019 provides guidance on how to do this and should consider:
  - A solution should be able meet the same outcomes or higher than that outlined in the LHC
  - Use the EN12195.1 European standard to analyse the data.
  - should be Certified by a Professional Engineer to ensure a consistent level of risk outcome with the existing LHC systems
- Tables 5.10 through to Table 5.16 provides examples of how to achieve load restraint, to meet performance standards for long and short logs without blocking.
- Table 4.2 to Table 4.7 provide load restraint systems for short logs where blocking is provided
- Table 4.8 includes indicative tensioners currently available on the market
- Further work is likely to be required for some long log configurations, post the publication of the Code to provide compliant restraint systems for all configurations and log types.

3.3. Blocking

- Reference to log diameters as a minimum measurement for blocking has been removed as it was deemed difficult to implement
- Blocking is not considered a requirement of all loads.
- Where loading and restraint practices can provide some certainty that lashing clamping will be applied to all logs in the load, blocking is not required.
- For log and load types without certainty that lashing clamping will secure all logs, blocking should be used.

3.4. Manual Tensioners

- The use of manual tensioners has remained an option for industry within the LHC, this has been informed by feedback
- LHC DRAFT Aug 2019 provides a set of key considerations and risks associated with the use of these systems that should be considered when they are in use.