TIMBER QUEENSLAND
We build Queensland

Guide to Haulage

Background

Haulage is the process of freighting timber products. Haulage of timber products must be completed in a safe and environmentally responsible manner (pg 75).

This guide focusses on haulage of state-owned timber from the forest to the mill, that occurs on various track and road jurisdictions. Predominately focussing on haulage on state forest infrastructure, and introducing haulage on Local, Regional and State-Owned roads (Department of Transport and Main Roads).

The QPWS Code

The Code of practice for native forest timber production on Queensland's State forest estate 2020 (QPWS Code) is one of the core haulage management documents for native forest operations in Queensland.

The QPWS Code refers to various operational schedules which are relevant to haulage on state forest roads.

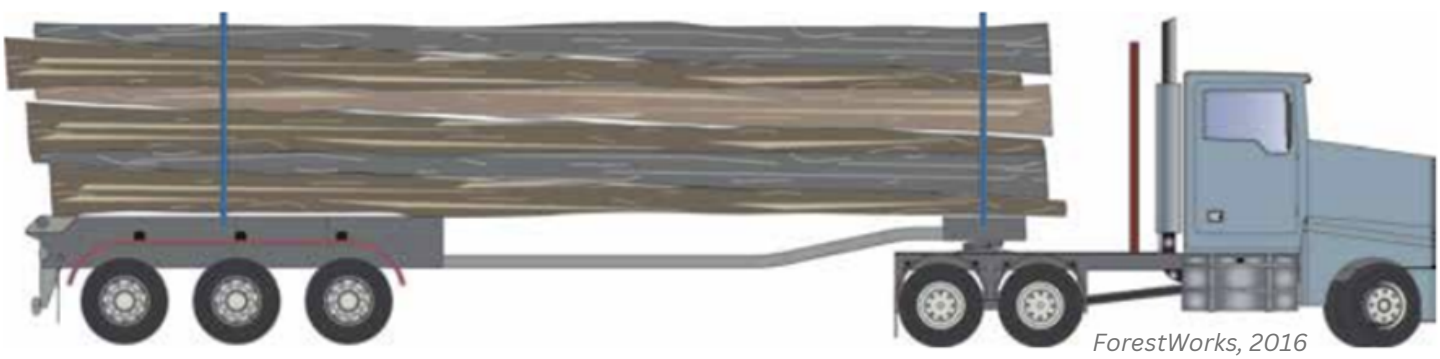
All page references (e.g. pg 75) used throughout this document are from the QPWS Code.

The QPWS Code outlines correct practices for haulage from an environmental perspective. Haulage roads should be constructed in line with road construction, road management and drainage requirements within The QPWS Code.

Objectives

The objectives of haulage within this guide is to ensure:

- Haulage operations meet the requirements of The QPWS Code
- Haulage operations meet legislative requirements
- Haulage considerations are identifed and implemented
- Haulage of timber is completed in a safe and environmentally responsible manner



ForestWorks, 2016

Legilsation

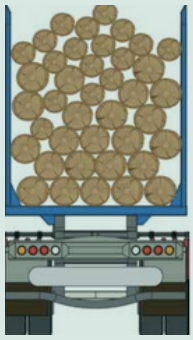
- The QPWS Code
- National Forestry Log Haulage Industry Code of Practice
- *Transport Operations (Road Use Management) Act* 1995
- *Heavy Vehicle National Law* 2012
- *Queensland Work Health and Safety Act* 2011
- Queensland Forest Harvesting Code of Practice 2007
- *Land Protection (Pest and Stock Route Management) Act* 2002

Other Topics

Work Health and Safety, Chain of Responsibility, Log Haulage Code of Practice 2021, working with various road managers and mass management are introduced within the Guide to Haulage, however should be explored further beyond this guide.

Haulage Considerations

1. Planning Haulage
2. Conducting Haulage
3. Completion of Haulage
4. Other Considerations



ForestWorks, 2016

1. Planning Haulage

Consider the following when planning haulage:

- Planning must consider haulage road/ track length (pg 69)
- Upon receiving the Operational Harvesting Plan (OHP) inspect opportunities for new haulage roads
- Consider the size and number of landings, in relation to haulage (pg 73)
- The haulage route is demonstrated on the OHP and should be inspected prior to signing onto the sales area
- Consider exploring alternative routes, including secondary routes as contingency plans
- Are there any non-state-owned roads, that require maintenance or usage?
- Do I need to widen roads, and landings? Can this be completed adhering to all other legislation (i.e Protected Plants and Cultural Heritage legislation)
- Conduct field inspections and identify hazards, including: overhanging limbs, sharp corners, grazing leases, potholes, cattle grids, narrow/weight limited bridges, and overtaking locations
- Ensure all road management (including haulage) been discussed with lessees, permittees, and other stakeholders.
- DAF will notify other external road managers of road use.

- Will haulage impact other visitors, road users and the public? (pg 49)
- Are there any road restrictions, including permits, load ratings, bridge ratings, school zones?
- Are there any air and noise pollution mitigation measures in the OHP (Noise, dust)?
- Is there risk of spreading weeds and pests?
- Consider use of roads, traffic rules, and obstructing roads as outlined in sales permits and Operational Harvest Plans.

Conducting Haulage

During Haulage

- Haulage must comply with operational restrictions in Schedule 16
- Consider the number of loads and time and distance required to travel from the sales area to the mill
- Identify appropriate landing locations, including grade, level, surface material and hazards
- Consider the standard of the road
- Monitor noise, restrictions, school zones etc

Ceasing of Haulage

Wet Conditions

Haulage must cease when it is unsafe, if road damage occurs, or is likely to occur due to wet conditions (pg 83).

Indicators of wet conditions include:

- Trucks cannot move unassisted along the road (pg 83)
- The road is excessively wet, water is ponded or water is flowing on the surface of the road (pg 84)
- Rutted greater than 15cm in depth below the road profile, and occurs over 20m long (pg 84)
- The road surface drainage is impacted (pg 84)
- The water quality located near the haulage road is impacted (pg 84)
- Damage has resulted in determining the road as unusable (pg 84)

Any damage that occurred under wet conditions must be restored when conditions allow (pg 84).


CWS, 2016


CWS, 2016

Mack Trucks NZ 2021

Dry Conditions
Haulage must cease when it is unsafe, if road damage occurs, or is likely to occur due to dry conditions (pg 83).

Haulage should cease if:

- Deep bull dust occurs (pg 84)
- Risk of dust pollution
- Truck cannot move unassisted

Any damage caused under dry conditions must be repaired when conditions allow (pg 84).

Exceptions of Ceasing Haulage

- Operators vehicles or trucks that get caught in an intense rainfall event may leave the forest if safe (pg 84)
- A loaded vehicle may require assistance to start moving (pg 84)
- Ongoing use may occur, if using this road is a lesser environmental risk that other options (pg 84)
- Explore the use of alternative routes, ongoing use may occur where there is a lesser environmental risk, rather than providing an alternate route that will rapidly become similarly affected. This must be documented (pg 84).


QLD Country Life, 2020

Note: DAF may suspend haulage on behalf of the permittee and contractor

Haulage Completion

- After haulage is completed, the haulage road or '*harvesting access*' (agreed route for accessing timber from a sales area) must be restored and stabilized within two weeks (pg 75)
- It is the permittees responsibility to construct, maintain, and rehabilitate roads and drainage within the sales area.
- The road (if state-owned) may need to be deactivated and closed off if no longer required. Including stabilising, reinstating drainage and water bars

Other Considerations

Haulage Allowance

Where sales permit allows, a haulage allowance may be included to provide a level of compensation to industry.

DAF calculates the length of various road sections that make up the haul route.

Road segments are assigned to a road class, which helps to define the travel time that haulage will take, and therefore the assumed/estimated cost.

The road segments are classified to the nearest kilometre, and the *Haul Route is defined as the legal route offering the fastest nominal haul time between a centroid (central location within an area) and the entry point of the sawmill.*

Roads and travel time parameters are classed by widths, pavement and surfaces, drainage, single/dual passage, and crossings and are as follows (Road Class, Travel Time Parameter):

- A1, 1.0
- A2, 1.5
- B1, 1.5
- B2, 1.5
- C1, 1.5
- C2, 2.0
- D, 4.0
- E, 6.0
- F, 8.4

If there is any changes required to a haul route, a discussion can be had with DAF.

The construction and utilisation of roads not identified on the OHP map must be approved by DAF.

In Partnership with: Queensland Government

Road Ownership

Once leaving the state-owned land, the National Heavy Vehicle Regulator Route Planner can be used to determine the following:

- Required Permits
- Gazetted Routes
- Road Ownership
- Distance and Estimated Times
- Road Types
- Approved routes (B-double, B-triple, Higher Mass Limits, PBS, road trains)

https://www.service.nhvr.gov.au/

Alternatively basic information can be determined on QGlobe.

Log Haulage Code of Practice

Key information, identifies hazards and risk and associated controls for key areas including:

- Supporting Systems
- Equipment (trailer design, load restraint, vehicle monitoring)
- Load Construction and Restraint
- Mass Management
- Training.

It is aimed to provide further information on safe loading, safe haulage load, weighbridge requirements, haulage configurations, safe log landings and safe work zones.

Acknowledgments
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