

CONTRACTOR SAFETY ALERT



High Potential Incident - unsecured load

Number: 107

Issued: 5/9/2023

Background

On 31 August, a truck driver was delivering a load of industrial wood when they received notification from another vehicle that an unsecured log (diameter 150mm-100mm) was protruding from the rear trailer. The truck driver pulled over at the nearest safest location to assess the load. The log was removed from the load and all straps checked prior to recommencing the journey.

The driver confirmed the load was crowned at the completion of loading, but the driver did not stop at a designated point to check strap tension once the load had settled.

Key points

- All loads must be checked to ensure protruding limbs, loose bark or trailing debris are removed before the truck leaves the loading point and as soon as possible when noticed in transit.
- Drivers must stop and check the safety of the load at least once while in transit, and before entering a major public road.
- The truck driver and loader operator have a dual responsibility to ensure the load is compliant with Chain of Responsibility requirements (mass, dimension and load restraint).
- All loads must be secured in accordance with the '2004 Load Restraint Guide'.
- All hazards and incidents are required to be reported via the FPC1089 – Contractor Hazard/Incident Event Notification.