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| **TRUCK DRIVER BREACHED EXCLUSION ZONE WHILST TRUCK WAS BEING UNLOADED**  **Number: 134**  **Date: 26/4/24** |

**Background**

On 17 April, a truck driver entered the exclusion zone whilst the truck was being unloaded.

This is the fourth incident recorded in the past six months where a truck driver has breached an exclusion zone during unloading, with drivers risking serious injury.

**Key Points**

* As the loader operator was unloading logs from the second bay of the lead trailer, a log was knocked on the first bay causing it to roll over the top of the stanchions and fall to the ground damaging the fuel tank on the truck. Some of the logs between the first and second bay were reported to be interlocked. The truck driver was outside the exclusion zone when the log fell.
* The loader operator contacted their supervisor who determined it was safe to continue before proceeding to unload the remaining 3 bays.
* As the Wespine loader operator was unloading logs from the first bay of the lead trailer, the logs became stuck on a catch point on the headboard causing the truck to lift. Post incident it was determined that the headboard had been mounted incorrectly causing the catch point. This has since been rectified.
* The truck driver entered the 15 m exclusion zone as the loader operator had secured the last grab of logs from the front bay of the lead trailer and was reversing away from the trailer.
* Whilst the truck driver was not in immediate danger, they did not seek permission from the loader operator to enter the exclusion zone and the machine was in operation at the time. The truck driver had moved out of the loader operators’ line of sight and should have communicated with the operator via radio.
* The loader operator did not notice that the truck driver had entered the exclusion zone as they moved out of the operator’s line of sight and were focused on manoeuvring the logs that had become interlocked with the structure of the trailer.
* The truck driver had completed the customers induction and understood the correct location to stand.
* Headboard and tailboards must be mounted correctly to prevent hang ups during unloading.
* Correct loading technique is important to prevent interlocking of logs which can create a potential hazard during unloading.
* Contractors must have clear documented procedures for loading/unloading. Induction, training and regular enforcement in these procedures is crucial and records of these must be retained.