

Formed in 2015, TEAM Safe Trucking (TST) is a broad-based, non-profit volunteer group seeking to elevate the standard and performance of the American forest industry's log trucking sector, which organizers believe is the most serious issue confronting the wood fiber supply chain.

"Our mission is to reduce accidents through enhanced driver training and effective fleet management and to recruit new, safety-focused drivers to deliver a sustainable and profitable supply chain."

Bob Lussier, President



Miranda Gowell, Safety Director/Special Project Manager

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FORESTRY TRANSPORTATION ACCIDENT & PREVENTIVE MEASURES BOOKLET



TEAM SAFE TRUCKING 2022

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Our Products & Services

DRIVER REFRESHER TRAINING PROGRAM



This program was created to review information on OSHA and FMCSA Safety Regulations, targeting Owners and current CDL holders in the Forestry Transportation Industry.

ENTRY LEVEL DRIVER TRAINING PROGRAM



This program was created to train new drivers awaiting to take the CDL exam. The content meets the Entry Level Driver Theory Training Curriculum requirements outlined in the FMCA Entry Level Driver Training Regulation set to be effective February 2022.

TRAIN-THE-TRAINER PROGRAM



This program was created so that trainers could provide credit to individuals who complete Team Safe Trucking Training Courses in classroom settings. To become a TST Trainer you are required to complete a 45-minute live webinar offered on Wednesdays from 10-10:45 AM Eastern Time on Zoom.

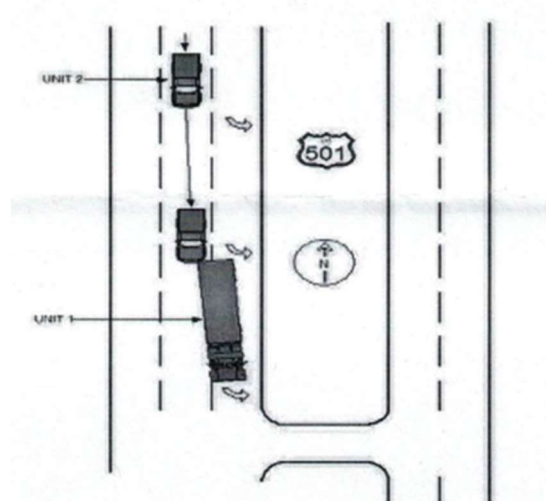
1. STRUCK IN REAR ACCIDENT

The log truck driver was slowing down and changing lanes into the left-turn lane of southbound US 501 in South Carolina. As the log truck had almost completed the lane change, an automobile approached at a high rate of speed from behind and struck logs that were hanging off the truck. The log trailer was equipped with strobe lights and there was both a flag and flashing light attached to the longest log protruding from the trailer.

REAR END ACCIDENT IN 2021:

DRIVER AND CONDITIONS:

Experienced log truck driver (20+ years of experience) and in his late 40's. Dark rainy evening at approximately 8:15pm in April.



PREVENTATIVE MEASURES

PREVENTION 1



Ensure that all log loads extending off the rear of the trailer are marked with proper size red flag (and strobe light in some states) as required by state law. Ensure flags are properly mounted and rear puck works and is visible if required due to overhang of load. Properly trim load. Also, if entire load is tight to trailer and does not require flags or lamp, one or 2 long spears that would then require load to have flags and blinking puck.

PREVENTION 2 & 3



Make sure that DOT C2 reflective tape is present on the sides and rear of the body of the trailer as well as on the underride protection bumper. By applying this tape vertically on the bolsters. Ensuring there is proper coverage of reflective (conspicuity) tape on the rear bumper. Regularly inspect the reflective tape on the trailers and replace cracked, peeling, or damaged tape.

PREVENTION 4, 5 & 6

Make sure that adequate pre/post trip inspections are taking place and that any non-functioning:

- tail or marker lights
- cracked lights
- missing reflectors

are written up and repaired immediately. Wash the sides and rear of the trailer as often as necessary to ensure that the lights, reflectors, and reflective tape can be seen by others. Ensure that the angle of the logs hanging off the rear of the trailer does not block the view of taillights, reflectors, or reflective tape.

2. RAILROAD CROSSING ACCIDENT

A log truck driver hauling a load of pine pulpwood to a mill encountered a railroad crossing just before gaining access to the highway he intended to travel. The distance between the tracks and the highway is 56'. Depending on the specific truck, trailer, and load, a loaded log truck can easily have a total length of 50'-60'. With no vehicles in front of him, and no train in sight, the driver proceeded to the stop sign ahead. As he was crossing the tracks, the railroad's warning lights began flashing, and the crossing arms deployed. The driver noticed the overhang of his wood extended from the rear of his trailer over the tracks and into the path of the oncoming train. Traffic passing through the intersection ahead prevented the driver from pulling forward and clearing the tracks. The train collided with the protruding wood, damaging the vessel, and injuring two engineers on board.

RAILROAD CROSSING COLLISIONS IN 2020: 1,901

DRIVER AND CONDITIONS:

Failure to identify hazards associated with the chosen route. Total length of truck, trailer, and load exceeded distance from highway to tracks. Driver did not stop, look, and listen for a train.

PREVENTATIVE MEASURES

PREVENTION 1

Know the hazards of your route. Identify hazards associated with the chosen route.

PREVENTION 2

Always stop at railroad tracks (even if no warning lights or crossing arms are present). Look and listen for trains before proceeding. You should slow down and take caution when you are approaching a crossing. Do not rely on signals or guards to warn you of an oncoming train.

PREVENTION 3

If a train is coming you want to ensure you're leaving enough space to be safe around a railroad crossing, that means about 15 to 20 feet between your truck and the railroad tracks. You will want to make sure your entire truck and trailer will fit on the other side of the railroad tracks after you cross. That means again a 15 to 20-foot buffer between your truck, trailer, and the railroad tracks after you have crossed.

3. SEATBELT ACCIDENT-FATALITY

A subcontract hauler was heading to the mill, fully loaded. Still traveling on a forest road, the driver came to a single-lane bridge at the bottom of a long incline. The driver apparently had control issues just as he was about to engage the bridge; his right front tire hit the approach guardrail. The driver reacted by pulling sharply to the left. The truck veered over top of the bridge and came to rest down the embankment.

FATAL ACCIDENTS 2021: 48.1% WERE NOT WEARING A SEATBELT

DRIVER AND CONDITIONS:

Log truck driver did not have insurance. He asked to have his insurance coverage suspended due to the lack of work at the time. He did not reactivate coverage even though he was taking on "small" jobs. There were several mechanical issues including steering hardware. The tractor and trailer had suspension issues. Excessive speed, coupled with slippery road conditions, were also likely factors to the crash. The logger did not request current proof of insurance beforehand. Adding to the dilemma, no contract was in place. The logger said he only needed the extra truck for two or three days while one of his rigs was in for repair. The logger was held liable.



PREVENTATIVE MEASURES

PREVENTION 1



Loggers need to understand the risks when hiring contract haulers. Complete Team Safe Trucking's Multi-contractor & Liability course. When working on a job that involves multiple contractors, it is important that all parties working supply a certificate of insurance.

PREVENTION 2



Ensure Subcontractors have safety and training programs/policies, review these and based on this review have them comply with your companies or approve theirs. All contractors should be pre-qualified, trained and commit to complying with multi-contractor safety policies and procedures. Observe and enforce contractors and employees working for compliance with safety policies and procedures. Post Signs where they can be easily viewed.

PREVENTION 3

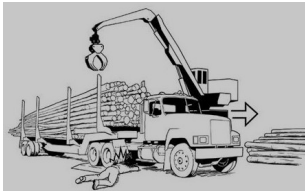


Provide training on hazards and preventive measures. Then hold contractors accountable. Enforce rules! Plan for and use disciplinary action for contractors that break rules. Disqualify contractors that do not meet minimum safety requirements.

4. LOADING FATALITY

A 49-year-old male truck driver (the victim) was preparing to secure a load of logs—approximately 40 feet long and averaging 18 inches in diameter—on his truck with a binder (chain). The last logs to be loaded lay above the top of the 4-foot-high stakes located at each corner of the trailer. As the shovel-loader placed the last log on the trailer, the top log on the right side, measuring 40 feet long by 20 inches in diameter at the base and 14 inches in diameter at the top, shifted and rolled off the trailer. The shovel-loader was unable to see the victim who was at the trailer's right front corner. When the log fell it struck the victim, fatally crushing his head and chest.

LOG TRUCK MAINTENANCE ACCIDENTS IN 2021:



LESSONS LEARNED:

- **Ensure that log truck drivers and other workers stay clear of log loading operations until loads are stabilized.**
- **Ensure that: all logging employees receive adequate training in safe work procedures.**
- **Conduct periodic inspections to ensure that workers follow company safety**

PREVENTATIVE MEASURES

PREVENTION 1



Logging trucks shall be loaded in such a manner that the logs rest securely and the load is stable and well balanced before any binder is placed... Employees shall not walk alongside or be underneath any truck being loaded.

PREVENTION 2



Before using the loader, the operator must be able to see or know the whereabouts of log truck drivers as well as the landing workers. He must be sure that they are out of the danger area.

PREVENTION 3



Every employer must have an established safety training program and must ensure that workers are adequately trained. An effective training program includes a written job description containing step-by-step procedures, a list of the hazards within each step of the procedures, and an explanation of ways to overcome these hazards.

5. ROLLOVER FATALITY

A 60-year-old Chisholm man died after the fully loaded logging truck he was driving crashed in rural St. Louis County on Tuesday evening, authorities said.

He rolled the truck at the intersection at 6:15 p.m., according to the Sheriff's Office. A passerby called 911 to report the crash.

"The driver was not wearing a seat belt at the time of the accident and was partly ejected from the vehicle," the Sheriff's Office said in a news release.

ROLLOVER ACCIDENTS 2021:

DRIVER AND CONDITIONS:

Log truck driver not wearing a seatbelt.



PREVENTATIVE MEASURES

PREVENTION 1



Reduce speed when turning or on curves to reduce rollover risk. Maintain a speed below the advisory speed, these speeds are for automobiles. Be aware that log trucks have a high center of gravity and turning too quickly can cause a rollover.

PREVENTION 2



Speed and steering must be fluid to successfully handle a turn or curve. The way to best take a corner is to greatly reduce speed, prior to entering a cornering situation. The vehicle must be reduced while it is straight and before entering the curve. Keep your rig and trailer track in your lane.

PREVENTION 3

Avoid these common driver mistakes:

- gripping the steering wheel too tightly.
- Removing both hands from the steering wheel.
- Removing either hand from the steering wheel for an unnecessarily long time (changing gears).
- Allowing hands to drop to the lower half of the steering wheel. Turning the steering wheel too much or too little or maintaining a turn too long.
- Seat belts should always be worn when a unit is in motion.

6. LEFTHAND TURN INTO WOODS

One woman is dead, and a child is in critical condition after a logging truck flipped onto her car. Witnesses said the car had the right of way when it turned out and was struck by the southbound log carrier. The truck then turned on its side, coming down on the car. The woman was pronounced dead on the scene.

LOG TRUCK TURNING LEFT INTO THE WOODS 2021:

DRIVER AND CONDITIONS:

An unprotected left turn occurs at an intersection where left turning is allowed, but there is no left turn green arrow in the light cycle. (If there is a green arrow, it is a protected left turn.) In this scenario, the car making a left turn must yield the right of way to oncoming traffic and wait for a safe opening to turn. If a traffic light is not present—for example, when turning into a driveway or side street with no signal or sign—the left-turning driver must still abide by the same precautions. The oncoming traffic has the right of way and does not have to stop or slow down to allow left-turning drivers to pass. Drivers making left turns must also wait for all pedestrians and cyclists to make it safely across the street before they can proceed with a left turn. When the police arrive on a left-turn collision accident scene, they will almost always issue a ticket to the driver who was turning left rather than the one traveling straight, based on state’s right of way laws. However, this does not mean that all left turn accidents should be blamed on driver making the turn. There are always exceptions to the rule.

PREVENTATIVE MEASURES

PREVENTION 1



Ensure “Trucks entering highway” signs are in place and visible to let the motoring public know they are approaching an active logging site. Multiple signs may be required

PREVENTION 2



Have your drivers signal their intentions to turn left early, before they start slowing down

Check side mirrors to ensure following traffic (look behind you), has not entered oncoming traffic lane and established right-of-way to pass you.

PREVENTION 3



Make left hand turn into woods once you have verified there is no traffic in opposing lane (sides), oncoming (front) or following (rear).

7. CONTRACTOR PULLING YOUR TRAILER

An autopsy was completed on the 31-year-old, who was killed when a wheel detached from a logging truck trailer struck him as he assisted a driver alongside the Interstate.

CONTRACTOR PULLING YOUR TRAILER ACCIDENT IN 2021:

PREVENTATIVE MEASURES FOR THOSE HIRING CONTRACT HAULERS

- It is a best practice never to allow your contract hauler to haul trailers you own. When you loan your trailer, you loan your insurance.
- If contract hauler does occasionally pull your trailers: ensure contract hauler maintains his equipment properly. Check FMCSA website for violation history and Out of Service percentage for contract hauler.
- Have written risk transfer agreement in place requiring:
 1. Additional Insured
 2. Waiver of subrogation
 3. 30-day notice of cancellation
 4. Primary non-contributory
- Possess COI with proper limits and coverages. Ensure non-owned trailer liability coverage is provided. See above for endorsements
- If your trailer is loaded with your wood, unattached from the contract hauler, alongside the roadway, or parking lot, due to an issue, mechanical failure, etc. understand your coverage may be primary since it is your wood, and the hauler is not attached to the trailer.

MAINTENANCE PREVENTATIVE MEASURES

- Inspect tires for proper tread depth.
- Ensure wheels are secured
- Inspect bolts or studs that hold the wheels together on an axle
- Look for hairline cracks near brake shoes

CONTRACTOR PREVENTATIVE MEASURES

- Conduct daily pre-trip inspections on trucks and trailers.
- Ensure not to overload log trailers.
- Inspect tires for proper tread depth.
- Ensure wheels are secured
- Inspect bolts or studs that hold the wheels together on an axle
- Look for hairline cracks near brake shoes



8. CONTRACTOR HAULER ACCIDENT

A lumber company, a trucking company and an individual driver are all named as plaintiffs in a multi-million-dollar lawsuit stemming from a near-fatal crash that happened. The Lumber company, the trucking company, the Leasing LLC and log truck driver are all named as defendants in a lawsuit seeking nearly \$74 million in damages after the crash that nearly claimed the life of a 7-year-old.

CONTRACTOR HAULER ACCIDENTS 2021:

DRIVER AND CONDITIONS:

The company “Leasing and The Trucking LLC”, per court documents are accused of not properly vetting the driver as a qualified driver. The complaint points to the contract hauler’s driving infractions from the early 1990s as well as the driver’s financial and personal history.



PREVENTATIVE MEASURES

PREVENTION 1

Ensure there is a proper written risk transfer agreement in place. Ensure there is a current COI in hand with the proper endorsements required by the risk transfer agreement i.e., Additional Insured, waiver of subrogation, 30-day notice of cancellation, primary non-contributory.

PREVENTION 2

If an employee of sub hauler is driving, make sure there is workers comp coverage in place. Speak to your agent if you have questions about this. Check FMCSA website for violation history and Out of Service percentage of contract hauler.

PREVENTION 3

Do not load if truck or trailer do not appear to be in DOT compliance. I.e., held together by bailing wire and duct tape, bald tires. Or, if driver appears to be under the influence of drugs or alcohol. Ensure trailer is properly loaded and trimmed; not overweight

9. STEERING WHEEL COMES OFF – MECHANICAL FAILURE

The log truck was traveling south when the steering wheel came completely off. The driver then lost control of the truck and crashed into the concrete bridge, ejecting him from the rig. The truck then continued rolling south before eventually striking the guardrail at the bottom of the Bridge and coming to a stop.

MECHANICAL FAILURE ACCIDENTS IN 2021:

DRIVER AND CONDITIONS:

A log truck driver was ejected on Tuesday after experiencing a serious mechanical failure that caused him to crash.



PREVENTATIVE MEASURES

PREVENTION 1

A pre-trip inspection or reporting steering issues to the mechanic and having the repairs made when they were first recognized by the driver.

PREVENTION 2

Wearing a seatbelt prevents drivers from being ejected from vehicles. Developing policies and procedure to be sure drivers are complying with the Federal Regulations and Companies Policies.

PREVENTION 3

Discussing other ways to stop the out-of-control log truck if the steering wheel does become attached could have helped prevent the accident. Discuss the need for carrying spill kits in log trucks in the event of spills. There was a 150-gallon diesel fuel spill on the bridge following the crash.

10. LOG TRUCK STRIKES BRIDGE

Logs spilled on First Avenue after logging truck's load strikes rail overpass near city hall. The truck is believed to have become wedged beneath the bridge sometime before 1 p.m. Emergency crews were called to the scene at about 1:15 p.m.

DRIVER STRIKES RAILROAD OVERPASS WITH TRUCK 2021:

DRIVER AND CONDITIONS:

Clear day.



PREVENTATIVE MEASURES

PREVENTION 1



Realize the height of your load, bunkers, and loader before you leave the landing zone. Check routes prior to heading out delivering logs.

PREVENTION 2



Stay alert to signs and clearances on overpasses and bridges.

PREVENTION 3

If you are re-routed...Stop! Check alternative routes and be sure that you are not going to have any clearance issues on the new route.



11. DRIVER KILLED – SPEED

For more than two decades, speeding has been involved in approximately one-third of all motor vehicle fatalities. In 2019, speeding was a contributing factor in 26% of all traffic fatalities.

Speed also affects your safety even when you are driving at the speed limit but too fast for road conditions, such as during bad weather, when a road is under repair, or in an area at night that isn't well lit.

Speeding endangers not only the life of the speeder, but all the people on the road around them, including law enforcement officers.

SPEEDING ACCIDENTS CAUSE FATALITIES

DRIVER AND CONDITIONS:

The driver of a logging truck involved in a single-vehicle crash on Highway 1 Thursday has died.

According to Richmond County coroner Mark Bowen, a logging truck was transporting a load northbound on Highway 1 when the driver lost control and the truck turned over. The driver was pronounced dead at the scene at 8:10 p.m.



PREVENTATIVE MEASURES

PREVENTION 1

Reduce your driving speed in Adverse Road and or Weather Conditions! Adjust your speed to safely match weather conditions, road conditions, visibility, and traffic. Excessive driving speed is a major cause of fatal crashes, and higher speeds may cause more severe crashes. The Fatality Analysis Reporting System (FARS) recently reported that 25 percent of speeding-related large-truck fatalities occurred during adverse weather conditions.

PREVENTION 2

Enter a curve SLOWLY! 40 percent of speeding-related fatalities occur on curves. Braking in a curve can cause the wheels to lock up and the vehicle to skid.

PREVENTION 3

Reduce your SPEED before Entering an EXIT/ENTRANCE RAMP! The posted speed limit on an exit/entrance ramp generally shows the safe speed for a passenger vehicle; the safe speed for a large truck is usually significantly lower than the posted speed. Even though ramps and interchanges make up less than 5 percent of all highway miles, 20 to 30 percent of all large-truck crashes occur on or near ramps.

PREVENTION 4

Drive slowly with a loaded trailer. Large trucks with fully loaded trailers are 10 times more likely to roll over than those with empty trailers. Slow Down in WORK ZONES! Nearly a quarter of all work-zone deaths in 2006 involved a large truck.



12. ALUMINUM HEADACHE RACK ACCIDENTS

Wrongful Death Lawsuit Filed Over Fatal Logging Truck Accident: The logs on the trailer shifted forward, crushing the cab of the truck. The manufacturer of the cab guard, Merritt Equipment Company, is named as a defendant in the lawsuit.

DRIVER DIES WHEN LOGS GO THROUGH ALUMINUM HEADACHE RACK ATTACHED TO TRUCK:

DRIVER AND CONDITIONS: Most log trucks have cab guards or “headache racks.” These guards are used to prevent shifting cargo or logs from encroaching into the cab of the tractor-trailer. Many cab guards are designed from heat-treated aluminum, which can result in the weakening of the cab guard over time. There have been several cases where truck drivers have been injured or killed because of the logs shifting forward in collisions which were otherwise survivable. The manufacturers know these guards will not protect an occupant if the logs shift forward. More shocking is that most of the manufacturers do not test the guards they warrant as safety features for log trucks. Until the manufacturers accept their responsibility to design a safe product, these drivers will continue to be at risk.



12. ALUMINUM HEADACHE RACK PLACEMENT MATTERS

A jury in Lowndes County Circuit Court found in favor of the family of Larry Albritton, who was killed Oct. 7, 2013, when he lost control of the log truck he was driving and crashed. When the load of logs shifted in the crash, they breached the truck's cab and struck Mr. Albritton, resulting in his death. The jury determined that the cab guard on the truck was defective in design, manufacture, and warnings. The jury also found that Merritt Equipment Co. acted with reckless disregard for the safety of others in the way it designed, manufactured, and provided warnings related to its cab guards and therefore did not protect Mr. Albritton as it was supposed to do.

HEADACHE RACKS ON TRAILERS VS. ON TRUCKS

DRIVER AND CONDITIONS:

The warning gives the illusion this product is in accordance with a regulation, will protect drivers by preventing the movement of at least one-half the weight of a truck's cargo. An average load of timber weighs around 110,000 pounds, half of which would be 55,000, so those reading would think it complies because it lists 55,000 as the apparent compliance weight. The warning said it protects against half of 55,000 pounds, not even close to the weight of a full load of Timber.

Additionally, the trailer support beams failed to contain the truck's load in place, allowing it to shift forward, and the trailer had no cab guard attached to it.

PREVENTATIVE MEASURES

PREVENTION 1

Because cab guards are marketed as effective at preventing drivers from being crushed by shifting cargo, thousands of log trucks use them. Few people realize aluminum cab guards are too weak to save a driver's life.

PREVENTION 2

Cab guards or headache racks are required as front-end structures on 18-wheelers that pull flat beds, trailers, and log trailers. Cab guards are to prevent shifting cargo from contacting the cab of heavy trucks.

PREVENTION 3

Alternative design would be to use steel since steel will bend and stretch, unlike aluminum, which breaks when not properly engineered. In addition, welded aluminum products are susceptible to fatigue, whereas welded steel products have nearly an infinite fatigue life.

PREVENTION 4

Placing headache racks closer to the load decreasing the force created by the movement of the load.

