

Road Haulage of Round Timber Code of Practice Forestry Commission Policy

It is Forest Enterprise policy to comply with all the recommendations contained within the Code of Practice with regard to its own practices and operations and to require a similar level of compliance from all private individuals and companies when they are operating on Forestry Commission land.

The main road network in Forestry Commission forests and woodlands is normally capable of taking fully loaded lorries weighing up to either 40 tonnes on 5-axles or 41 tonnes on 6-axles.

On 1st February 2001 revised legislation was introduced, which subject to specified criteria, allows an increase in the maximum lorry GVW from 41 tonnes to 44 tonnes. Except where constrained by any road classification and limiting road features, Forest Enterprise will recognise the increase on its forest roads.

However, the extension of the increase shall be dependent on customers (and their hauliers) providing a written statement that specified rig and trailer combinations fully comply with the new legislation. If you not already done so, please provide this information on an individual contract basis (grouping contracts/hauliers where appropriate) direct to our country head office. (Click on the contacts link below for further details) For all new contracts this matter will be dealt with through the pre-commencement meetings.

Customers/hauliers who do not supply the above information will be required to restrict their fleet to 41 tonne GVW on Forest Enterprise roads in line with our current policy. FC will be reviewing its policy with regard to the Road haulage of Round Timber Code of Practice particularly on the subject of overloading.

All hauliers operating on Forestry Commission roads will be advised in advance of any restrictions applying to the particular sections of the road network that they are authorised to use.

It is expected of hauliers that all loading of timber will be in accordance with the recommendations of the Code of Practice, and that all loads will be properly secured before a lorry departs from the loading site.

The Code of Practice states that all road vehicles used for timber transportation should either be fitted with a load weighing device or be loaded by a machine so fitted. Forest Enterprise will award timber haulage contracts only to hauliers able to demonstrate that their lorry fleet is able to comply with this recommendation. Similarly Forest Enterprise will expect purchasers of roundwood from its own direct production sites, or of standing sales, and who are responsible for their own haulage arrangements to comply fully with the same recommendation. Exemptions will be granted only in exceptional circumstances, and only following prior agreement with local Forest Enterprise staff.

Enforcement of compliance with the Code of Practice will be through the contracts Forest Enterprise has with its timber customers and hauliers. The existing standard contracts covering purchase of timber allow for immediate termination of a contract if the train weight of any vehicle used by a timber purchaser exceeds the maximum prescribed, or for repeated breaches of any of the other recommendations of the Code of Practice. Future haulage contracts will contain similar provisions.

Forest Enterprise staff will use common-sense in the application of sanctions, but those guilty of serious or repeated breaches of the Code of Practice can expect to have their contracts terminated and, if circumstances justify it, restrictions placed on their future freedom to operate on Forestry Commission land.