

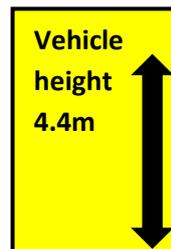
## Timber lorry strikes goalposts at overhead power line crossing point

### What happened?

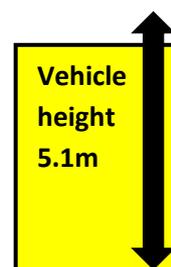
A timber lorry operator was hauling dry chip wood. In order to maximise his tonnage, he loaded and rounded off all three bings to the height of the bolsters and sat the crane on top of the load. The crane in this position was higher than the safe clearance set for the overhead powerline crossing point on the forest exit route. The crossing point was being protected by two sets of 'goalposts' with warning signage showing the 'Maximum Safe Clearance' required to safely pass under it.



Re-construction Pic 1. Crane positioned within central trough in the timber load



Re-construction Pic 2. Crane sitting on top of load



The timber lorry crane smashed and brought down both sets of goalposts, before and after the overhead power line crossing point.

The operator heard the noise of the goal posts being struck but did not connect the sound with damage he had caused. He did not stop or report it.

When Scottish Woodlands became aware of the incident all timber haulage from the site was suspended until the goal posts were repaired.

March 2018 (Ref 18.06)

Created by, Scottish Woodlands Compliance Support Team



## What can we learn?

The overhead power line heights were measured at the crossing location by the Network Operator at **6.3m**. The standard safety clearance for 'variable height' machinery (timber lorries, harvesters, forwarders, excavators) is **2.3m**.

As this was not available at this location (with the timber lorries normal loaded height being **4.4m**) a 'conditional' GS6 was issued by the Network Operator. This allowed the reclassification of the timber lorries as 'fixed height' vehicles, on the 'condition' that additional controls were put in place.

One of the additional controls was the contractual obligation that all hauliers, **stop and check** that their cranes were in a locked position and within the height restriction - each time they approached the goal posted power line crossing point. With this condition in place it was agreed that the goalposts height could then be set at **5m**. This gave a clearance of only **1.3m**.

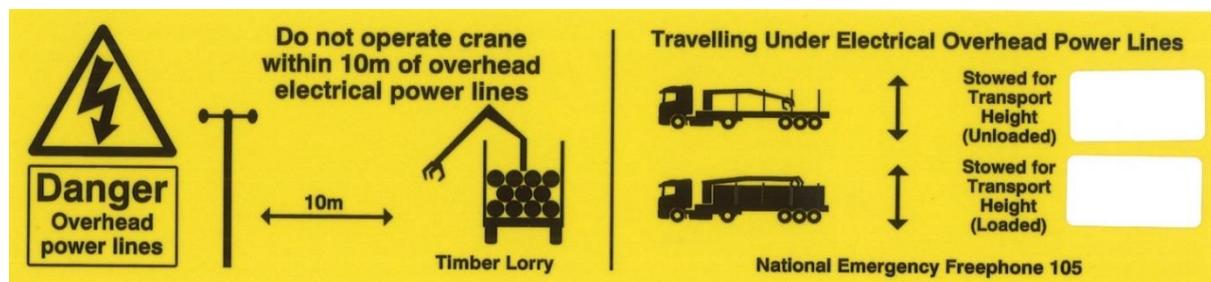
The 'safety clearance' the Network Operator sets, includes not only the safe distance to avoid direct contact with the powerlines, but also takes into account the potential of electrical 'arching' within that distance.

High voltage electricity can 'arc/jump' through the air, without direct contact, especially in damp conditions, and run to earth through your vehicle, resulting in potential electrocution of the driver and fire and explosion risks to the vehicle.

**The operator risked his life and his livelihood, for a couple of extra tonnes of timber.**

**The Operator endangered the lives of subsequent timber lorry drivers, his colleagues and friends, by not stopping and reporting the damage he caused to the goalposts, which are specifically set up to protect them.**

All timber hauliers **must** know the height limitations on all overhead power line crossing points, both within the worksite and on all worksite access routes, and all additional control measures that have been put in place to protect them. They **must** know the height of their vehicle both unloaded and loaded



Scottish Woodlands have created 'in cab' adhesive signs which can be annotated with your unloaded and loaded vehicle heights. It also acts as a hi-vis reminder of your safe loading distance from overhead powerlines.

These signs are made available free of charge to all our hauliers. If you require some please speak to your local Scottish Woodlands Manager.

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