



TRIP PLANNING



PLANNING THE SAFEST ROUTES

RAILROAD CROSSINGS: Knowing when you will encounter railroad-highway grade crossings is an important part of trip planning. Knowing your ground clearance when passing over the tracks can be the difference between life and death. Remember if you fail to leave enough space to drive completely through the crossing without stopping, it is a chargeable offense. You will also be passing under tracks on occasion and these crossings need to be planned or avoided as well. Not only do you need to consider the space above and below your rig, but space for turns both left and right. Knowing ahead of time the conditions you could be maneuvering in can help you to plan the easiest route to manage your load.

HEIGHT AND WEIGHT PRODUCTS THAT CAN HELP: There are many products on the market designed to help you adhere to strict regulatory standards when it comes to weight limits. There are also new products that can detect the heights of vehicles to minimize or eliminate collisions with roadway bridges.

IT IS YOUR RESPONSIBILITY TO KNOW: Whether through electronic devices or planning with a paper and pen, it is your responsibility to know what you may encounter on the road and trip ahead. Even with all your resources and the best planning, things can change in an instant and you will need to be prepared.

SELECTING FUEL EFFICIENT ROUTES

FUEL EFFICIENT ROUTES: Effective trip planning is about arriving at your destination by the most efficient, safe, legal, and economical route. Part of your job when trip planning is to calculate the fuel you will use.

HOW MANY MILES: One of the first things that you should do is find the distance in miles of the trip you are planning. Once you have the number of miles you will be traveling, you can make decisions based on your knowledge of time and distance.

SHORT VS. LONG HAULS: On short or long trips you will figure this into your fuel stops. A quick calculation of your tank capacity in gallons X miles per gallon (mpg) = range.

KEEP IN MIND THE FOLLOWING THINGS WHEN CALCULATING FUEL USAGE:

- Idling on the landing/deck or at the mill
- High speed driving
- Mountain driving
- Headwinds

PROS AND CONS OF USING GPS

GPS DOWNFALLS: One of the downfalls of using a GPS as a driver in the Forestry Transportation Industry, is you may find yourself in areas that lack GPS, or cell phone coverage. Then if you were relying totally on your GPS, whether on your phone or stand alone, you may find yourself in a bind wondering which way to go. Always have an atlas handy should you lose your connection to the satellite.

USING THE CORRECT GPS: Using the correct GPS designed specifically for truck drivers includes valuable information pertaining to height, route restrictions, weight restrictions and upcoming scales. Once you put in your pertinent information such as your vehicles length, width, and height along with your axle weights, and if you are transporting any hazardous materials, it will map out the best route for the information supplied. This will also help to keep you on designated truck routes. It will also help you to accurately plan the proper travel time needed.

GOOGLE MAPS: Google Maps is also a helpful tool when planning for your trip before, during and after. Always remember to pull over in a safe and appropriate place to use these online devices, if you don't, you are engaged in distracted driving.

CONSIDER TRAFFIC: When planning your trip, it is advisable to consider high traffic areas. High traffic areas will not only impact your fuel efficiency, but the amount of time to get you to your pick-up or delivery destination. This is definitely an added plus for using a GPS for you can see the routes that are condensed with traffic and avoid them.

APPS THAT HELP: There are a whole host of apps available for truckers to help them plan their trips. You can take into consideration the type of trucking, whether long haul or short haul and short accordingly to what fits your job.

Name: _____ Date: _____

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FEDERAL AND STATE REQUIREMENTS PERMITS AND PAPERWORK

PAPERWORK: Paperwork is extremely important when hauling products in the logging industry. When considering what you need to bring along on your trip think of it this way, driver, vehicle, and cargo, to make sure you have the required paperwork to hit the road.

DOCUMENTATION: There are certain permits and papers you must always keep with you when you are operating your CMV:

- Your commercial driver's license
- Your medical exam certificates
- Bill of lading

BILL OF LADING: The bill of lading is also an extremely important document that serves as a receipt which is issued by the carrier to the shipper for goods received for transportation. It also serves as a contract by listing the parties involved, the rate/charge for the trip and the carrier's liability in the event of theft or damage. The following must be included in on the bill of lading:

- Names of both parties, consignor, and consignee
- The origin and destination points
- If packages, how many
- Description of the cargo
- The weight, measurement of freight or volume.

RECORD OF DUTY STATUS: Record of duty status is required. The use of an Electronic Log Device (ELD) is making access to information much easier for professional drivers. Paper records of duty status must be in duplicate. You must have in your possession, a copy of each of your record of duty status for the last 7 consecutive days. You must also have the original for that current day.

DRIVER VEHICLE INSPECTION REPORT (DVIR): When you finish up and conduct a post trip inspection and you find deficiencies you must fill out a driver vehicle inspection report or DVIR. Once you fill that out, it is not mandated that you carry it with you, but some carriers require that you keep that with the vehicle. This minimizes the risks of operating an unsafe vehicle and is a form of accountability for the person responsible for repairs.

TRIP TICKET: Some logging contractors and mills have a chain of custody certification which requires documentation for each load through a trip ticket. The trip ticket stays with that product along its journey to its destination. This guarantees that certain standards are met assuring that the product you are hauling was harvested in the most environmentally sound way.

KEEP IT LEGAL: Trip Planning will keep you and your rig legal. Knowing your weight, height, size and where you are headed allows you to see areas to avoid when size and weight limits can pose a problem.

WEATHER: Weather can play a big role when selecting your routes. For instance, if an area is under a flash flood warning, it may be to your best interest to seek an alternate route. Check the weather forecast for the area surrounding your route.

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RESTRICTED ROUTES

ROUTE CHANGES: As you plan for your trips you must always take into consideration restricted routes. Some routes are restricted for weight limits or clearance issues or can become restricted because of construction or other unforeseen problems.

LEGAL WEIGHT: Federal requirements require that you stay within legal weight limits as outlined in 49 CFR 658.17. Commit the following gross weight limits to memory:

Maximum gross vehicle weight - 80,000 pounds.

Maximum gross vehicle weight on any one axle - 20,000 pounds. (This includes any one axle of a group of axles)

Maximum gross weight on tandem axles-34,000 pounds

If your gross weight on two or more consecutive axles exceeds the limit prescribed in the Bridge Gross Weight Formula, you are not allowed to travel on Interstate highways.

- W = the overall gross weight on any group of two or more consecutive axles to the nearest 500 pounds.
- L = the distance in feet between the outer axles of any group of two or more consecutive axles.
- N = the number of axles in the group under consideration.

STATE WEIGH LIMITS VARY: Are you in compliance? Always keep an eye out for those limits posted on individual roads and bridges to curtail any mishaps. It is your job to know this information and to prove compliance.

Tools and methods that can help you know the weight of your load and check if you are being compliant with laws:

Portable scales

On board scales

Calculate your load

Know the state limits

Check routes for weight limit signs prior to using the route

Check with other drivers if you do not know

RESOURCES TO USE: When planning your trip, you should use all the resources you have at your disposal. Check for delays or weather forecasts via the internet by utilizing the Federal Highway Administration (FHWA) online resources - <http://www.fhwa.dot.gov/trafficinfo/>

BE PREPARED FOR THE WORST: high visibility garments, flashlight, fuel, chains, water, warm clothing, blanket, snacks or hard candy and water

HIGHWAYS & FREEWAYS: Know your resources. Check conditions before heading out. Minimize uncertainty.

Communicate designated truck routes. Confirm your route is a truck route. Individual highways or freeways will have specific online information pertaining to that road. The more things you can do to minimize the uncertainty in your trip the better. Know your resources in the area you will be traveling. Communities may designate truck routes, and it is your job to plan according to those designations.

PLANNING YOUR BREAKS

HEALTH AND WELL BEING: Breaks are necessary. Take breaks for bathroom, stretching, staying hydrated, exercising, communicating with others, resting, and eating. Planning your breaks means that you are taking into consideration your health and wellbeing by avoiding driver fatigue. Always take these things into consideration when planning your breaks.

CALCULATING EXPENSES: When planning out the cost of your trip consider food expenses, fuel, tolls, hotel rooms and enough money to serve as your emergency fund. Thinking ahead and planning properly can allow you the best return for the business. Keeping track of the details will make your trip a success.

DRIVER RISKS – BLOOD CLOTS: Another thing to consider when you are driving for long periods, is the risk of a blood clot or deep vein thrombosis (DVT). When the blood flow in the veins of your legs slows you are at an increased risk of a blood clot or DVT. Take the time every 3 or so hours, when you have a break to move around to increase the blood flow and avoid these dangerous conditions.

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