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YOUR BUSINESS NEWSLETTER



SYNLOG – DIY and Garden Logistics

CLI DIY STORE LOGISTICS

»CAUTION, HEAVY AND BULKY«

SYNLOG SPECIALIST EVENT // SECURING LOADS //
COMPASS LOGISTICS INTERNATIONAL // MOERS/GERMANY

Transporting DIY and gardening goods safely is probably a chapter of itself, because these products are usually of varying sizes, consist of different materials and hence have different weights. To prevent accidents and damage, cargo must be secured conscientiously. Compass Logistics International in Moers organised a special event in partnership with SynLOG (a joint logistics initiative of the manufacturer association – Haus & Garten eV and Industrieverband Garten eV). During this event, experts and members of SynLOG and CLI discussed in great detail the various aspects of load security.



Markus Schering, Managing Director of SynLOG, a joint logistics initiative of "Herstellerverband Haus & Garten e.V." and "Industrieverband Garten e.V."

How do you securely load a semitrailer truck with 6 meter long terrace panels, kitchen worktops, wall panels, polystyrene plasterboards, tiles and gardening materials and make sure that it reaches its destination safely?

For instance, if stucco moldings are laid at the bottom, they will most likely crumble. If too tightly strapped, goods can be damaged. If the load is improperly lashed or secured, the entire load can be catapulted and may smash upon emergency braking. „The diverse range of our member companies makes high demands on securing load“, said Markus Schering, managing director of SynLOG.

»GOODS HANDLED MORE FREQUENTLY THAN EVER«

From Schering's point of view, the securing load requirements for DIY store logistics have risen considerably in recent years. „The goods run through cross-docking and transshipment systems into very diverse distribution channels – thereby being handled more frequently than ever. At the same time, retailers attach great importance to delivering quality. Often goods will be shipped on behalf of the customer and delivered directly to the final recipient, e.g. on construction sites“, observed the SynLOG managing director.

The biggest challenge in loading semitrailers are the different dimensions – weight, width, length and height of goods and particularly ensuring the combination of form-fitting cargo, vertical and diagonal lashing on these goods. Time is an important factor, too.

Unfortunately, even today a lot of people still assume that heavy goods cannot slip on the loading area – often with disastrous consequences“, said Frank Schürstedt (Hazardous goods Inspector and appraiser for load securing at SF Gefahrgut Service in Hiddenhausen/Germany).

»THE BIGGEST CHALLENGE IN LOADING SEMITRAILERS ARE THE DIFFERENT DIMENSIONS – WEIGHT, WIDTH, LENGTH AND HEIGHT OF GOODS«

Frank Schürstedt

Dangerous goods safety adviser and appraiser for securing loads

MOST COMMON MISTAKES IN SECURING LOADS OF DIY STORE PRODUCTS

- Gap formation while loading
- Low friction between surface area and goods
- Damage of lashing systems by sharp edges, unused edge protectors (lashing system might tear)
- Lever ratchets are not locked (clamping force of lashings may be weakened immediately)
- the load will not be placed directly at the end wall, but in front of the edges (no form-fitting possible)
- Use of old lashings



Frank Schürstedt explains the risks of using old lashings

„Due to the different types of products, loading the goods can be quite complicated, especially partial consignments. Fragile goods will further compound the process. Many security risks could be eliminated in the run-up to loading processes. This might include, for example, the screening

of goods in the supply area, commissioning of compliant goods and separate securing of bulky goods“, opined Jürgen Drews, managing director of LOCON Consult Health & Safety Services in Dortmund/Germany.

Drews further emphasised the importance of training, „The training of employees is often neglected, outdated or has not been carried out at all. To ensure the know-how of securing loads, transport companies should promote the knowledge by refreshing the courses every two years.“

» TRAINING IS OFTEN NEGLECTED! «

„All parties involved must be knowledgeable and have to communicate among each other. Therefore, it is important that the forklift operator in front of the truck informs the truck driver how to load the vehicle. It goes without saying that the vehicle must be in a technically perfect condition and equipped with lashing points according to DIN EN 12640“, reiterated expert Schürstedt.

CERTIFIED TRANSPORT SOLUTIONS FOR A LOW DAMAGE RATE

„DIY logistics is really challenging and demands motivated, well-trained employees at all levels,“ stressed Thomas Kalthoff, CLI branch manager in Moers.

„The company has been a SynLOG partner for one year and is regarded as a specialist in supply chain management with its SSD® logistics concept (bulky, heavy, direct) in this market via national direct delivery. We work on the basis of a certified transport solution. Our damage rate is extremely low“, Kalthoff explained.

For managing director Markus Schering, professional securing load has a couple of important implications, i.e. safety and capacity utilisation. „As SynLOG suppliers, our logistics partners are on the road with increased safety. Also the capacity of vehicles will optimally be utilized.“



» MANY SECURITY RISKS
COULD BE ELIMINATED
IN THE RUN UP TO
LOADING PROCESSES «

Jürgen Drews
Managing Director
LOCON Consult Health & Safety Services



1 // »Tetris – for the big boys«



2 // Perfectly securing a load – Demonstration



2 // Theory



3 // With this digital measuring device, one can easily control the tension of the lashing straps



4 // Practice



5 // Participants of the SynLOG training

»GET TOGETHER WITH KNOWLEDGE AND COMPETENCE«



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