

LTSC Newsletter April 2016

LTSC AGM & Council meeting:

The AGM will be held immediately after the next Council meeting which is on Thursday the 26th of May in Rotorua, the Council meeting starts at 10.00 and the AGM is scheduled to start at 1pm.

The Council are always keen to have new members join the Council, the Council meets 4 times a year and if you have time and would like to contribute to the Log Transport Industry please put your hand up at the AGM.

ENGINE BRAKES:

The 0800 system is getting a lot of calls in relation to drivers using their engine brakes in built up areas as well early in the mornings in rural areas,

Most complainants say the trucks are empty, please have consideration for others, and only use the engine brakes to ensure your safety in these areas.



Update to Heavy vehicle permits for log trucks:

In December last year NZTA advised the transport industry of some changes to the permit issuing process to remove some irregularities and ensure safety and consistency in the way we assess heavy vehicle permit applications. This included the policy governing the requirement of Roll Stability Control (RSC) in permits.

Unfortunately this led to some confusion amongst the log transport industry, which has been exempt from the need for Roll Stability Control under the Heavy Vehicle Brakes Rule. We have made a further change to our permitting policy to remove this confusion and clarify the requirements from 1 April 2016 for log transport trailers.

The new policy reads:

Trailer Roll Stability Control (RSC): The trailer(s) if first registered on or after 1 May 2010 must have roll stability control fitted and active; that is an Electronic Brake System (EBS) with the roll stability control function turned on. Alternatively if the trailer(s) were first registered before 1 May 2010 or are log trailers carting round wood first registered before 1 April 2016 and do not have EBS and RSC – these must instead operate with a minimum Static Roll Threshold (SRT) of 0.4 g, provided SRT compliance documentation is kept with this permit and produced to enforcement officers.

If you have any questions about heavy vehicle permits you can contact our permitting team on 0800 699 000 or email applyhpmv@nzta.govt.nz

This information is also available on our [website](#).

Tow eye warning:

Please read attached flyer from NZTA on this topic

Port Safety Issues:

Safety issues identified across the Country at the various Ports Log Trucks go to relate mainly to 4 areas of concern

- a) State of PPE gear, non existent PPE, poor state of repair, not wearing safety boots.
- b) Speeding within the Port operations
- c) Drivers using cell phones whilst driving
- d) Unsafe unchaining practices

Please ask drivers to observe the rules around speed, cell phone use and the correct use of unchaining areas.

Training Pathway:

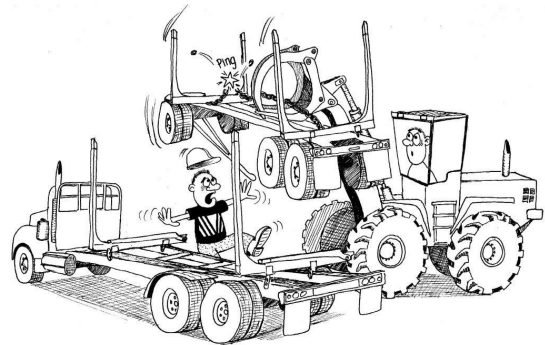
The Council is pleased with the uptake of drivers who have completed the various stages of the Training pathway, to date the Council has signed off on 83 Gold, 6 Silver and 8 Bronze certificates, these are for drivers who completed their in cab assessments successfully.

Need more information on the pathway, please contact the Secretary.

Trailer Lifting:

The trailer lifting chain certification has been going now for 6 months.

A new sticker was issued in February 2016 which will have an expiry date of 31 January 2017 on it. The sticker will be in a new format, similar to the current rego sticker, it will fit into the same pouch as the rego sticker and to meet current Transport rules it will have to be placed on the left side of the truck cab (Left driver's door is an option).



It has been observed on a few occasions that drivers are placing the masterlink when attaching to a gantry hook is not in a vertical position. This is a requirement to meet manufacturer's specification, and the LTSC is looking into some alternative options where this is not possible.

At this stage, we have 1 manufacturer who has approved the use of the Master Link not in the vertical orientation, and that is the Yoke Industrial Corporation Grade 100 1613 Master Link, provided the maximum lift no more than 6700kg, and that the angle between the chain legs is no greater than 120 degrees. These can be purchased from Bridon NZ Ltd. A copy of the fact sheet is also attached for your reference

A copy of the checklist is available on the LTSC webpage (www.logtruck.co.nz)

Load Tensioners:

The delivery of the new LTSC load tensioners have arrived and are available for purchase, the cost of these are \$36.00 Plus GST plus any freight costs from Tokoroa. Please contact the Secretary to place your order; currently they are boxes of 5.

Loose or unrestrained equipment:

Please be aware that any loose or unrestrained equipment can fall off a truck and have the potential to be a contributing factor in a fatal or serious harm accident.

The LTSC were recently advised that a part of a log bolster assembly fall from a log truck and passed thru the front and back window of a passing car, this had all the hallmarks of a nasty accident and luckily the 2 front passengers were wearing sunglasses which stopped flying glass from entering their eyes.

Please ensure drivers/ workshop staff check for any loosed/ unrestrained equipment in their daily checks or workshop servicing.

Change of Day light savings:

The Issue:

We generally see an increase in the number of incidents during the first few weeks following the change with daylight saving either starting and ending.

Typically these are linked to the fact you are disrupting and/or changing your sleeping patterns. In many people this can mean a reduction in their total sleep time. This loss of sleep results in an increase in your fatigue levels and this in turn either makes you drowsy, less alert, can lead to poor decisions or encourage you to take shortcuts all with deadly results at work!

When your total sleep time is reduced, it is the REM (dream) sleep that gets cut back by the body. Since REM sleep helps your brain recharge during the night, cutting back on it has a bad effect on your alertness, reaction time, vigilance, mental reasoning and overall risk assessment and management.

The solution:

Keep an eye on your total sleep time and if you are having disturbed or disrupted sleep, make sure you repair the damage by either having a short nana nap or hitting the hay a bit earlier the following night to pay back the sleep bank.

Keep in mind that you need a **MINIMUM** of five consecutive uninterrupted hours sleep per night to function safely the next day.

Seven to eight hours sleep is the recommended daily amount for an adult.

Rollover data:

For the last 10 years or so the LTSC has collected rollover data on a no name, no shame basis. This data is vital for the Industry as we work to find safe & cost effective way of doing our job.

The Council has decided that we should make a concerted effort to collect all the Rollover data in a concerted effort to update latest info since January 2015. The LTSC rollover incident report form is available from the Secretary – or on the LTSC website - please forward any details you may have to the Secretary - remembering it is received on a no name no blame basis.

IRIS database:

The Council has developed a new incident database (an off shoot of the Forest Owners IRIS database) which has been modified to reflect the business of a log transport operator. ACC has approved the database as a system that is approved for any ACC auditing.

If you would like more details how this can be used in your business please contact the Secretary or check the link on the LTSC webpage (www.logtruck.co.nz).

To make the data even more useful would be if we had more transport operators use the system, the beauty of this system is that you can benchmark your incidents against Industry average or by region.

Share the Road program:

The LTSC is working with various Forest Owners to deliver the "Share the Road " program into rural schools, the Industry takes along a logging truck so the students get an understanding on the blind spots vehicle have, what the driver can see or not see from his/ her driving seat along with vehicle stopping distances. It also encourages students walking or riding bikes to school in rural areas to ensure they wear bright clothing and make sure that the drivers of vehicles know they are there.

The program has been successfully delivered to over 100 schools in the Waikato/ Bay of Plenty area, Northland and the Gisborne regions, need any information on this please contact the Secretary.

This photo was from the Whangamarino School visit in the Bay of Plenty; this school has a couple of hundred trucks pass each day.

