

LTSC Newsletter December 2015

Pro Forma Log Truck Rear Overhang

The Log Transport Industry had run into an issue in parts of the country with the interpretation of HPMV Length permits and log overhang.

The HPMV Length permit on page 1 shows a load overhang at the rear of 1 metre (note 1), but a maximum rear overhang (note 2) of 50% of wheelbase.

Page 2 of the permit has special conditions, and under schedule 3, condition 2, allows logs overhanging the chassis by more than a metre provided flags or panels are used.

The pro forma design layout that was submitted with permit applications, specified both dimensions, so in this case, the rear overhang cannot exceed 2900 from the rear axis.

At roadside, only the length permit and the mass permit (if applicable) are required.

NZTA response to this is:

The most important thing to remember when looking at the length and subsequently rear overhang of a HPMV combination is that the total length cannot exceed 23m.

The diagram on page 1 of a HPMV permit shows the dimensions the combination is allowed to operate under without needing to meet any additional requirements (except those of the permit). The combination is allowed to exceed/breach these dimensions if they comply with the requirements under schedule 3 of the permit (page 2) and the total length does not exceed 23m.

The bottom line is that the overhang can exceed 1m as long as warning flags or panels are used and the total length does not exceed 23m.

Waikato University Business School RTF Transport Operator Costs project:

The LTSC has the opportunity to get a good costs breakdown for operating log trucks through the Waikato University Business School RTF Transport Operating Costs project

All operators should consider completing the 40 question RTF survey form ASAP – with a view that the more loggers we have respond – the better chance we have of getting some good info back on **OUR** sector of the industry.

The form is available on-line on this link –

http://www.mngt.waikato.ac.nz/Departments/Management%20Research%20Centre/BPC/RTFNZ/RTFNZ_Reg.htm

A pdf of the questions is also available from the LTSC Secretary.

Historically while a large number of us / including Forest Owners use this report – it has been loaded with round town freight operators - and their costs, R&M etc. - that is anything but reflective of Log Transport.

If there are enough loggers that respond – 50 or more – then the logging data can be broken out separately to give a separate logging costs breakdown.

The data is all completely anonymous and done independently of the RTF - the summary data only supplied to the RTF - for Grant Thornton in turn to maintain for the next 4 years.

Annual Subscriptions:

To date we have a good response from operators to pay the annual subscription, so thanks to all who have, and to those who haven't got around too, please consider this as the work the Council does supports all the Industry. Everyone should contribute towards the cost of doing business.

Council meetings:

Next Council meeting is on Thursday the 18th of February in Rotorua, the AGM has been set down for Thursday the 26th of May also in Rotorua.

UNSAFE LOADS

Below are some examples of loads that have arrived at a Manufacturing site recently, they clearly show that the driver has failed to secure his/her load correctly as per the current Industry Standards.

If we continue down this path, the Industry will have additional rules placed on it (extra chains over the load) due to the actions of the few.



Pogo Sticks:

The use of Pogo stickers on logging trailers is not mandated as the only choice operators/ drivers have to make the lifting chain available for lifting the trailer, it is one of many options available to operators/ drivers to use.

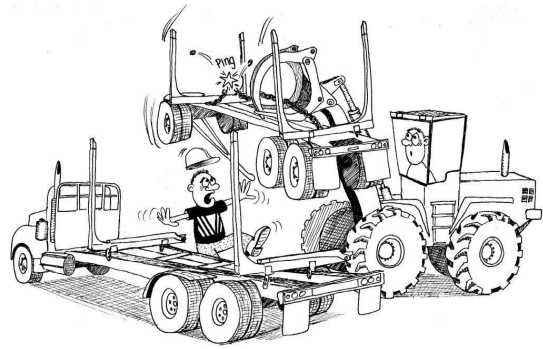
This has been confirmed by Worksafe NZ at our last LTSC Council meeting. People should use what they feel works best in their operation

Trailer Lifting:

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

A new sticker will be issued from 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).



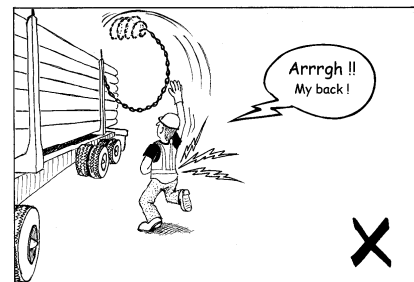
It has been observed on a few occasions that drivers are placing the masterlink when attaching to a gantry hook is not in a vertical position. This is a requirement to meet manufacturer's specification, and the LTSC is looking into some alternative options where this is not possible.

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

Chain throwing options:

At the recent LTSC Council meeting the topic of repeated throwing chains over loads and the resultant neck shoulder and back injuries was again discussed

The Council has decided to investigate and evaluate best possible options for getting chain over loads – that are both practical and cost effective.



A \$15,000 prize pool to be paid out in a series of cash prizes for best ideas for anyone who can develop/ design a system for getting chains over a load

If you or any of your staff have a good ideas then please contact the LTSC Secretary.

The Exec will decide the winners and award the money by mid December 2015

Get your thinking caps on and enter!!
Entries close Tuesday 15th December 2015

Training Pathway:

Our Industries Training Pathway won the Road Transport Forum Annual Outstanding Training category; our Chairman Warwick Wilshier and Training Guru Glenn Heybourn were on hand to collect the trophy.

It proves that if groups sit down and work out what will or will not work in the various sectors we operate in you can come up some very good solutions, the LTSC has spent a considerable amount of time and effort to get where are today

The LTSC has received 60 plus applications for Gold awards, the first presentation were took place in Steve Murphy Ltd premises in Christchurch during September.

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.

Sleep Apnea testing machines:

The Council has several of these machines available to members; we can arrange for someone to come in and do any testing you require or have the Company train up one of your staff to do the testing. Results are sent to a third party for analysing.

There is no cost to use the machines but there will be a cost from either testing or analyzing the results.

Chain/ unchaining of trucks/ trailers:

The current rule states the drivers can move their vehicle to chain or unchain their loads as long as they do not travel further than 100 metres.

It has been observed in some operations that drivers are travelling further than the 100 metre limit; Worksafe NZ staff will be keeping an eye on this during any site visits they undertake to Forestry or Manufacturing sites.

Email vs. Snail mail

If you have an e-mail address and you received this newsletter by the slow postal mail system, could you please advise the Secretary your e-mail address so newsletters etc. can be forwarded by this method going forward?

This is cost effective option for the Council.

Secretary's e-mail address is: **ltsc@logtruck.co.nz**