

LTSC Newsletter July 2014

LTSC Executive:

At the recent LTSC AGM the current Executive team was re-elected for another 12 months, the Chairman is Warwick Wilshier from Williams and Wilshier Ltd based in the Central North Island, other Exec members are: Martin Hyde (RFH Rotorua), Bryan Smith (Self Loader Logging Taupo), Daron Turner (Smith and Davies Whangarei), Mark McCarthy (McCarthy Transport Wanganui), Glenn Heybourn (Nelson), Chris Bailey (Hancock Forest Management, Tokoroa) and Mike Spiers (P F Olsen Ltd Rotorua).

LTSC Council:

The following transport operators were elected to the Council for the next 12 months:

Warwick Wilshier	Williams and Wilshier Ltd	Rotorua
Mark Mc McCarthy	McCarthy Transport	Wanganui
Alan Forbes	Alan Forbes Transport Ltd	Tokoroa
Duncan Borlase	Boralse Transport Ltd	Nelson
Glen Heybourn	Heavy Trucks	Nelson
Campbell Gilmour	Dunedin Carrying Co Ltd	Christchurch
Martin Hyde	Rotorua Forest Haulage Ltd	Rotorua
Bryan Smith	Self Loader Logging Ltd	Taupo
Sean Sparksman	Mangonui Haulage Ltd	Mangonui
Daron Turner	Smith and Davies Ltd	Whangarei
Craig Stokes	Stokes Transport Ltd	Whangarei
Sam Sinclair	Holmes Group	Rotorua
Gordon Dahm	Rob Dahm Ltd	Tokoroa
Chris Campbell	Waimea Contract Carriers	Nelson
Steve McDougall	McCarthy Transport Ltd	Wanganui
Tony Pye	Tony Pye Contract Carriers	Napier

LTSC Annual Subscriptions:

At the AGM it was agreed that the 2014/15 annual subscriptions would stay at the current levels:

Transport operators	1 to 24 trucks	\$110 plus GST per truck
Owner Drivers		\$110 plus GST per truck
Fleets over 25 trucks		\$2750 plus GST
Trailer Manufacturers		\$550 plus GST
Associate members		\$275 plus GST

Load Security:

It is important for operators who have chosen to use 6mm chain that they restrain their loads as per the Load Security code, the correct procedure is listed below:

- The packet must be secured with a minimum of:
- two 2.3tonne restraints with one placed forward of the rear bolster and the other as a belly restraint attached the chassis or:
- two 3 tonne restraints, one attached to the rear and the other to the front bolsters or adjacent chassis.
- If the weight of a load means that two restraints do not provide sufficient lashing capacity, additional load restraint(s) must be used that have a lashing capacity of at least 2.3 tonne.
- When three restraints are required they must be near the rear and front bolsters and the middle of the packet.

Training Pathway:

This was officially launched in Rotorua on the 28th of May, all the material is current up on the LTSC web page, the webpage provides links thru to MITO was has all the unit standards required to obtain the various levels of the Training Pathway.

LTSC approved Assessors will also be listed on the LTSC web page, operators are only required to use the approved assessors at the end of each level, operators can continue to use their current provider for training and assessing up to the final Driver in-cab assessment.

IRIS database:

The Council has developed a new incident database (an off shoot of the Forest Owners 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).

The beauty of this system is that you can benchmark your incidents against Industry average or by region.

Load Tensioners:

The delivery of the new LTSC load tensioners have arrived and are available for purchase, the cost of these are \$31. Plus GST plus any freight costs from Tokoroa.

Please contact the Secretary to place your order, currently they are boxes of 5.

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

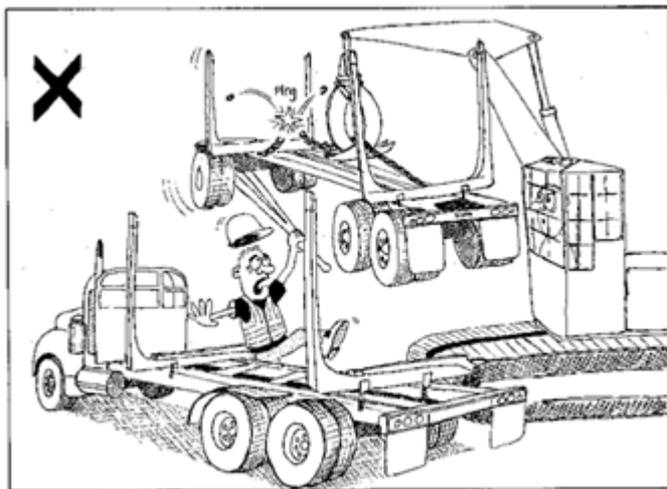
Trailer Lifting:

There has been a couple of incidents caught on Port Companies CCTV which shows drivers undertaking actions that could have been life threatening, the video clip of the 2 recent incidents can be seen on the LTSC webpage, under safety.

It is not a good look and these 2 drivers were extremely lucky not to have suffered serious harm or indeed loss of life.

The trailer lifting code within the LTSC Industry Standards clearly shows that transport operators and drivers each have an important role to play through exercising their duties of responsibility and accountability in order to maintain compliance and ensure incidents like this do not happen.

This could be a very good topic to cover off in one of your staff Health and Safety meetings, especially understanding everyone role in ensuring the equipment is compliant and safe to use at all times.



Ringfeder Coupling issues:

“There have been two recent instances involving log trucks whereby the Ringfeder 50/50 Tow Coupling locking device has been found disengaged.

This is evident when the plastic locking wheel is not seated or engaged into the coupling head “V” completely. When this happens the coupling does not lock fully and trailer detachment is possible.

In these cases it would appear that maintenance of the coupling was not an issue and in one case the small return spring was broken in 5 places.

If you are aware of any issues with the locking device on the Ringfeder model 50/50 coupling can you please refer this information to the Secretary of the Log Transport Safety Council
ltsc@logtruck.co.nz

Fit for Road program:

A successful program was recently completed in the Rotorua area, once again we have seen impressive results across the program. Below are some of the comments from participants

Personal Training Sessions: Local personal trainers were sourced to provide personal training sessions for the companies that earned it. "Thanks very much for organising this training session. The 3 of us completed it last night, we did a 1 hour hill walk (just about killed me!!!) but we are really pleased to have done it. Any chance FFTR / ACC will be able to give us another session?" Watchorns
"Had the first group last night they were great. They all tried really hard and we definitely pushed them outside of their comfort zone and no one gave in! They were good to train." True Training

The final challenge was to compete in the Rotorua marathon, either competing in a 5.5km walk or run to the full marathon, 24 people completed the final challenge, and again here are some comments from people who took part in the final challenge.

"THANKS LUCY IT WAS A BLAST, FOCUS NOW, C U IN JUNE" Williams & Wilshier Participant

"Thanks for your support today Lucy, it was awesome" FDL participant

"Thanks for all your support today especially as it was my first marathon event. See you 13th June" Watchorns Participant

Before and after FFTR Rotorua a questionnaire was used to gather information on the participants self-reported lifestyle these were the main results:

- 17% increase in the proportion of participants after FFTR eating fresh, home-made food most of the time compared with before
- 16% increase in the proportion of participants eating 5 to 6 portions of fruit and vegetables a day after FFTR
- 16% decrease in the proportion of participants after FFTR that avoid exerting themselves when possible
- 31% increase in the proportion of participants after FFTR doing activity that o breathe more heavily on average 30 minutes a day on most days of the week
- 17% increase in the proportion of participants after FFTR that felt completely refreshed 30 minutes after getting up in the morning

- 17% increase in the proportion of participants after FFTR that were mostly happy with the amount and quality of sleep they were getting.
- 15% increase in the proportion of participants after FFTR feeling moderately optimistic, about the coming three months
- 23% increase in the proportion of participants after FFTR always having enough energy to be involved in relationships with immediate family and close friends and the things that matter to them
- 31% increase in the proportion of participants after FFTR that agreed to completely knowing what they should be doing to have a healthier
- 6% increase in motivation to make lifestyle changes

The FFTR Rotorua program was a success. The changes in self-reported lifestyle behaviours as a result of the program show the FFTR Rotorua participants are:

- Choosing healthier foods
- Being more physically active
- Getting better quality and amount of sleep
- More energetic
- Motivated to make lifestyle changes

A new program is now been prepared for the top of the South Island, already we have good numbers registered, if you would like the program to visit your area please contact the Secretary.

The success of this program can be put down to the very good support the Log Transport Industry gets from ACC and the crew that delivers the program on our behalf Mackie Research from Auckland.

What a Driver cannot see:

