

LTSC Newsletter June 2016

LTSC AGM:

The 2016 AGM was held recently in Rotorua, the AGM elected the same Executive team chaired by Warwick Wilshier to lead the Log Transport Safety Council in the 2016/17 financial year.

The Council will be made up by the following

LTSC Chairman:	Warwick Wilshier
Forest Owners Reps:	Mike Spiers, Grant Rutledge, Chris Bailey & Iain Mc Innes
Trailer Manufacturers	Graham Kelly & Ian Patchell.
Transport Operators:	Warwick Wilshier Mark Mc McCarthy Alan Forbes Duncan Borlase Glen Heybourn Campbell Gilmour Martin Hyde Bryan Smith Sean Sparksman Daron Turner Craig Stokes Sam Sinclair Gordon Dahm Peter McIntyre Steve McDougall Tony Pye
Road Transport Forum:	Kerry Arnold with Graham Sheldrake as cover
NZTA:	Paul Chapman & Rick Barber
Research Engineer:	TERNZ
Secretariat:	TGM Services Ltd

It was agreed that the Council would meet in Rotorua on the following dates:

Thursday 11th August 2016
Thursday 17th November 2016
Thursday 16th February 2017
Thursday 25th May 2017

The LTSC also plan to attend the Road Transport Forum Annual Conference in Tauranga on the 27th of October where they are holding a Logging section meeting for their members. Check the RTF webpage for Conference details.

The 2017/18 LTSC AGM is planned for the Thursday 25th May 2016

Comments from the Chairman's report:

The past year has been a busy one for the industry, as both export and domestic log markets have been strong, and they look to continue that way for some time.

We have made good progress in the uptake of High Productivity Vehicles, and it is pleasing to see that the improved safety benefits of those vehicles has flowed through, and to date there have been very few incidents.

I am pleased that we have been able to complete our 23m Induction guideline as more of our drivers are put into these longer and heavier vehicles.

The ongoing issue around trailer lifting chains has tested us, and I am pleased to say that we are continuing to make improvements in our code to eventually eliminate some of the failures we have seen lately.

LTSC put together a very good submission to the Vehicle Dimension and Mass Rule review, and in particular I would like to acknowledge Alfons Reitsma from McCarthy Transport for his efforts in representing us.

It is also pleasing to see the update of the LTSC Pathway program, and I have enjoyed attending some of the driver presentations around the country.

LTSC was successful in winning the Road Transport Forum award for Outstanding Contribution to Training 2015, at their annual conference in Christchurch last year.

Annual Subscriptions:

At the AGM it was moved and seconded that the annual subscription would stay at the current rate:

1 to 25 Trucks	\$110 plus GST (\$126.50 GST inclusive)
Over 25 trucks	\$2750 plus GST (\$3162.50 GST inclusive)
Associated member	\$250 plus GST (\$287.50 GST inclusive)

Invoices for the 2016/17 financial year will be sent out shortly.

Incident reporting:

Worksafe have provided the Industry information on what constitutes a notifiable event, it is important that you understand your obligation in this area:

Here is a brief content summary and link to the recommended information:

Notifiable events

WorkSafe must be notified when certain work-related events occur. Here we explain what types of event are notifiable and what you must do if a notifiable event occurs.

<https://www.business.govt.nz/worksafe/notifications-forms/notifiable-events>

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.



Training Pathway:

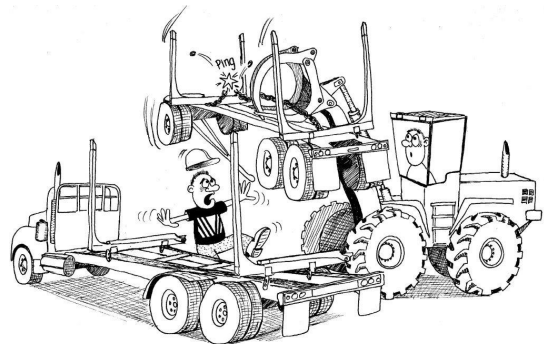
The Council is pleased with the uptake of drivers who have completed the various stages of the Training pathway.

Recently the Council approved 3 new assessors to the program, one appointment from Southland, one from the Central North Island and one from Northland. A Full list of approved Assessors is posted on the LTSC webpage under Training pathway.

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

Trailer Lifting:

There was another incident at the Port of Napier where a lifting chain broke whilst the trailer was being lifted, unfortunately we have only received video evidence of the incident, no incident report has been received by the Port Company or LTSC. Getting an understanding of what failed may assist the Industry in understanding where the problems are.



At the recent LTSC Council meeting it was agreed that from 1 May 2016 financial members will receive their trailer lifting stickers free as part of their membership fee, non financial members will be required to Pay a fee to receive the sticker.

The LTSC are working with suppliers of the York masterlink to get a solution that will work for our Industry, testing maybe required or the developing one is still an option.

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, We have stock available also ex Christchurch.

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

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.

C3 Bush Docket App:

C3 has introduced a "Bush Docket App" for truck drivers. Currently they have a few drivers trialling this App and so far feedback has been really good.

Essentially the truck driver takes a photo of their truck docket and a photo of the corresponding packet on the truck and sends it through to C3 checkpoint data entry. Our data entry print out a copy of the docket and assemble the tickets for that docket based on an accurate software count of the photo. When the truck driver arrives, his/her tickets are waiting for them and he/she knows they have an accurate piece count for the load. At the moment approx. 23% of dockets coming in have piece count errors.

Benefits for the drivers using the app are:

- The 'app' automatically does the piece count for the driver, day & night
- Reduced processing times in the checkpoint (once there are many drivers using the app)
- No messing around getting extra tickets as the piece count has been done accurately for them.

Benefits for C3 and Exporters:

- Increased accuracy and processing times of loads.

C3 are happy to talk to drivers about accessing the app, and staff are available to walk drivers thru the process.

Data usage is kept to a minimum as all images are resized prior to the image being sent, so irrespective of the device data usage is minimal.

If you would like more information on this app, please contact C3 or the LTSC Secretary.

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.

Re: Paperless Roadside Inspection Reports:

The CVIU are moving to a new system for reporting faults at roadside inspections, please note the new system is paperless so you or your driver will no longer receive a paper report if any faults are found, you will receive the advice by e-mail. There have been concerns raised about the time it will take before fleet management receives any written notification of the vehicle defects that the Police identify during a roadside inspection.

The LTSC has been advised that it is important for operators to ensure the Police have your correct e-mail contacts, currently they believe that they have only about 50% of correct contact details.

Australasian Wood Flow Optimisation programme planned

Following work with forestry managers, planners and logistics specialists, the Wood Flow Optimisation 2016 series for local companies has been set up for mid-September. Last run in New Zealand and Australia two years ago (with over 300 attending), the FIEA series is this regions premier technology event providing insights into innovations being developed and employed by leading forestry, wood products and transport companies.

The objective, with 30-40 percent of delivered log costs being contributed by transport, is to showcase new innovations, new operating practices and technologies, both within and outside our own industry, that are going to improve efficiencies through the wood supply chain. Local companies are going to be provided a unique insight into new and emerging technologies that are being developed - both within Australasia and globally - and how they're effectively being adopted to process and efficiently transport wood – from harvesting operations through to the manufacturing plant or port.

Changes since 2014 have been significant. Collaboration has meant improved scale with participating companies able to step outside traditional supply chain options. This in itself has opened an array of new opportunities and improved efficiencies. Improved and new systems for log measurement, data collection, exchange and reporting along with mobile communications technologies are being used and integrated into leading forestry, transport, distribution and wood products company's operations.

Innovative new technologies such as autonomous trucking, remote controlled felling, loading and distribution operations, robotics, 3-D printing, UAV's and new sensors have all successfully been trialled. They're already changing the shape of planning and logistics in supply chains and increasingly are going to play a significant role in reshaping the forest products industry supply chain.

Full details on both Wood Flow Optimisation 2016 programmes can be found now on the event website, www.woodflow.events. Discounted group registration rates are available and in addition, leading industry association member discounts are available. Check with your industry association for your special discount code.