

LTSC Newsletter November 2016

Trailer Lifting Chains Inspection:

The Industry Standards say that the trailer lifting chains **shall be inspected annually by a competent person**, since 2015 we have issued sticker to transport operators which showed that they have had the check done and have provided the LTSC with details of this check. This has assisted the Owners of gantries in establishing that the person using their gantry had checked the lifting chain at least on an annual basis, (checks should be done more regular than this).

Your current sticker expires on the 31 January 2017, which means from now until the end of January 2017 you will have to provide the LTSC with evidence that you have had the lifting chain inspected **again** by a competent person.

Please ensure you get your Statutory Declaration signed before sending it back to the Council.

For any operator who has applied since 1 August 2016 for a sticker, there is no requirement to repeat the process, a new 2017/18 sticker will be sent to you.

Xmas maybe a good time when things are quieter to get your maintenance staff to do these checks, just make sure you get the information to the LTSC Secretary in good time for the new stickers to be delivered before 31 January 2017.

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

Annual subscriptions:

To date we have a good response from operators and others in paying their annual subscriptions, the LTSC realise solely on this money to manage our affairs over the next 12 months.

A big thank you to those who and paid and a polite ask for those who haven't paid, please consider this and make the necessary arrangements.

50MAX maps now mobile-friendly:

Since the start of July a new mobile-friendly version of the online 50MAX maps went live. The new version also has a number of advanced features including location and is compatible with all major smart phones and tablets.

For more details click on the link below:

<http://www.nzta.govt.nz/about-us/news-and-media/keeping-connected/50max-maps-are-now-mobile-friendly>

50Max units- load overhang

CVIU have confirmed to the LTSC that we are correct in our interruption of the rule when we are piggy backing our trailers, our pro forma units conditions state we can piggy back these and as long as we have the trailer lights plugged in we do not require flags or haz panels.

New certified Master link:

Steel and Tube has forwarded to our Industry a letter from the manufacturer of Pewag Master links grade 100 AWS 26acc which states that it has a rating of 7 tonne when used with a 11-leg chain assembly in the manner as shown in their letter (Copy attached) under precondition that the angle between the two legs is between 120 degrees and 140 degrees. If the Master links are in a vertical position then the applicable WLL is 10,000kg at 90 degrees and 7,000kg at 120 degrees. Take care that the master links do not change to a vertical position when loaded.

Training Pathway:

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

Up to the 1st of November, the LTSC has presented 132 Gold certificates, 17 Silver certificates and 29 Bronze certificates.

Congratulations to all the drivers who been presented with their certificates and to the Transport Companies who have embraced the training pathway.

The Senior Driver certificate will be available from 1 December and here is hoping a good number of our experienced drivers take up the challenge and tackle this certificate.

Need more information on the pathway, please contact the Secretary or check the website.

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.

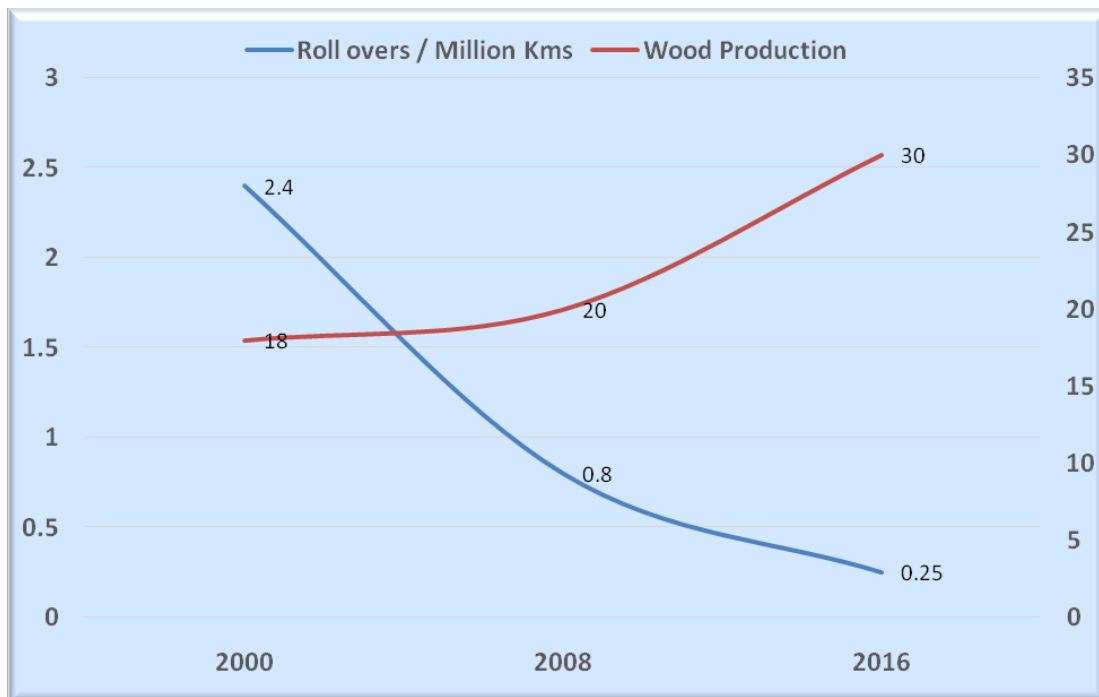
Please contact the Secretary to place your order; currently they are boxes of 5.

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.

The Executive has developed the graph below showing the number of rollovers reported by either NZTA database, Forest Owners reporting or what the LTSC have been advised. Although it is showing a continuing downward trend, we have recorded a higher than normal rollover rate in the first 6 months of 2016.



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 project:

The LTSC is now ready to release its "Sleep Apnea pre-screening program", which will be managed by Rachael Lehen from Fatigue Risk Management Solutions. This program will allow operators to get a risk factor on their drivers; it will include material on fatigue management as well. If you would like more details on this please contact the Secretary.

Radio Channels:

The LTSC has recently invested in 10 radio Simplex Road Safety channels across New Zealand that are dedicated to our Industry. The channels are available free to LTSC financial members; contact the LTSC Secretary for details.

Share the Road program:

LTSC members are actively supporting this program with the various Forest Owners in many parts of the Country. Operators make a truck available when a school visit is planned, the students learn about how to be safe and be seen around heavy motor vehicles, especially the students on rural roads which have a heavy motor vehicle presence.

The LTSC is also supports the program by supplying give a ways on the day, since 2013 the program in the Central North Island has visit 59 schools and has had in excess of 4000 students attend the program, Northland has been operating a lot longer and areas like Gisborne and Hawkes Bay are also running the program in their areas.

Need more information on this contact the LTSC Secretary.

Insecure Loads:

The Industry has noted an increase in the number of logs that are coming off logging trucks, either as a result of poor load security or the slippery logs been carted, please ensure your drivers understand their responsibly when loading, below is a recent hazard alert that was put out by a Forestry Company.

Back ground:

Log resin/sap started to run, delimiters and processors all these can create a common hazard **Slippery Logs**

Road conditions (corrugation) is more frequent in the dry season, add this to slippery logs and your hazard changes to **Log Security**

Responsibilities:

Load security is the responsibility of the truck driver, but loader operators are also accountable and could also be prosecuted in court if there is an incident.

Solution:

- Loader operators need to make sure they crown the logs evenly
- If necessary, truckies can request, that logs are either repositioned or removed if deemed hazardous
- Always recheck your chains as soon as practical after leaving the skid
- All mechanically peeled logs and eucalypt logs regardless of length must be secured with at least 3 chains. All pulp logs must be belly stropped

Finally, if logs are slipping and sliding during loading, they will probably slip in transit, if in doubt

Play it safe!!!

Throw another chain over.

Re check. Re tension regularly.

