

## LTSC Newsletter October 2018

### Regional meetings:

Two Regional meetings have been held recently, the first in Palmerston North, followed by the second held in Napier, with 1 more planned for later in the year in Christchurch. Details will be sent to operators once the date has been agreed. These meetings allow operators in these areas to get an update on the work being carried out by the Council, from the Executive Team and provide the opportunity to raise concerns, table ideas and have a say in what you would like the Council to be doing for our Industry.

### HPMV pro forma units:

Recently the LTSC was involved in PBS testing of a new HPMV Pro Forma unit for logging, this was a 23.5metre Log Truck, the results of the testing and our application to have this vehicle included in our options for a HPMV unit will not be known till after 1 January 2019. The design of the pro forma is similar to the current 23m, but there is an increase in overall length to accommodate longer loads on Multi Bolster trailers. We will keep you posted on the outcome of the trial as soon as we can.

### Training

The small working group that has been working with MITO reviewing the National Certificate met last week to finalise the unit standards for approval.

A few more changes have been made and now the certificate will be finalised and sent to NZQA for sign off.

The Pathway is continuing to evolve with more and more certificates being achieved across the country which is great to see.

We are now seeing a lot more bronze level being achieved which is great as it shows a large number of new trainees in our industry.

This will only increase when the new national certificate is released.

Currently Transport only represents 2.9% of the total numbers of trainees in the MITO system, the good news is that Log Transport makes up 89% of that total, still a smallish number, but a heck of a lot more than the other sectors of the Road Transport Industry, but I am sure we cannot rest on our laurels still a low number by all sectors of the Road Transport Industry.

Up to the 1<sup>st</sup> of October, the LTSC has presented 198 Gold certificates, 65 Silver certificates and 167 Bronze certificates, plus 8 Platinum certificates.

Congratulations to all the drivers who have achieved their certificates and to the Transport Companies who have embraced the Training Pathway to date.

## **New Industry Video's**

The council is working on producing 3 short videos which will be a promotional type, one that could be used in conjunction with career days at schools, and we are looking at producing an induction video that can be used as part of the process to educate new drivers entering the industry.

## **Health& Wellness**

Remember that all LTSC members have access to the sleep apnoea kits to help identify at risk drivers.

The video and a full package of information to help deliver the program to your staff are available by going through the LTSC web site.

This program will identify at risk staff and provide them with the necessary tools and assistance to eliminate the effects of sleep apnoea.

It's not hard to do the test and any sufferers will be able to start living a better life once they have been identified and provided help, doing nothing is risking lives and increases potential crash rates which adversely impacts everyone.

## **IRIS:**

Due to the large number of on road incidents lately the secretary has sent out an e-mail asking for members to contact us with details of any on road rollovers this year. This is no blame no shame, we must help ourselves here as without accurate information from the industry we leave ourselves opens to vicarious blame.

It only takes a minute to send through the date & location of incident, please help.

## **LTSC Manual**

Our current LTSC Industry Standards manual is being reviewed and revised, we have engaged a Design Company to draft a fresher looking manual which will be tabled at the next executive meeting for first review. The intention is to include more pictures and diagrams enabling the manual to be of higher value when inducting new staff. Also included, will be new resources around HPMV and 50MAX units.

## **LTSC Webpage:**

The web page now provides nearly all of the LTSC resources from Sleep Apnoea to trailer certification docs. It is simple to use and we would recommend getting your drivers to have a look at it on their smart phones, they may even see a picture of themselves or friends and any feedback they may have will be greatly appreciated.

### **Trailer Lifting Chain certification:**

Transport Operators should now be planning to complete the annual certification of their lifting chains; the forms are available from the LTSC Webpage ([www.logtruck.co.nz](http://www.logtruck.co.nz)). The check should be carried out by a competent person; this could be your Service Manager, Service Provider, Trailer Manufacturer, an "A" grade mechanic or similar trade, or the supplier of the lifting chains.

The new stickers are now available, current stickers expire 31 January 2019.

Operators are reminded that you only have to send in the Statutory Declaration page, all calculation sheets should be kept by you.

### **Contractor Certification:**

The LTSC is working with FISC to see if Transport Certification could be developed like the Logging Contractor certification, but used in our Industry as a generic H&S Audit system. A small working group has been put together to look and possibly develop a certification process.

### **Chain Throwing/ Load Tensioning:**

A small team of Operators and Trailer Manufacturers are reviewing current options and what might be coming up shortly in an effort to improve this part of our operation. Hopefully they may have some data by the end of the Year.

### **Load Security**

At the next LTSC Executive committee meeting, there will be a larger group participate in a review of incidents involving load security over the last 2 years, with a view to undertaking a risk analysis. There is likely to be an increase in transportation of debarked logs, and we need to be sure our current procedures are appropriate.

### **LTSC/Forest Owners Transportation Committee meeting:**

The Forest Owners Transportation Committee is working on the following projects, some in conjunction with the LTSC and others with their own resources:

- ERUC review: NZFOA Supports use of this system
- Road Safety in Schools; continued support of the "Share the Road" program
- Rural Roads project; working with Local Authorities to ensure fair and equitable solutions to provide roading infrastructure fit for purpose at times of Harvest.
- GIS project; feeds into Rural roads project to provide data for future planning purposes.
- HPMV review; measure national uptake, identify impediments.
- Road Engineering manual; currently being reviewed and updated.
- Driver availability, recruitment and training review.
- Agree in principle to work with FISC to develop a Transport component to their Safetree Contractor Certification process.
- Update New Zealand Log Transport Safety Accord.; currently under review for the purpose of updating, to better align with current time's i.e. legislative change, etc

**Load Tensioners:**

The latest shipment of the new LTSC load tensioners has arrived and they are now available for purchase. The cost of these is \$36.00 Plus GST per tensioner, plus any freight costs from Tokoroa, we have stock available also ex Christchurch.

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

**Radio Channels:**

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

**LTSC Webpage:**

The LTSC Exec is reviewing the credibility of various online training tools currently being offered to the Industry i.e. "on line" First Aid refresher courses; we will keep you posted on this.

**2018/19 meeting dates:****LTSC Council**

**Thursday 15 November 2018**

**Thursday 13 February 2019**

**Thursday 23 May 2019**

**AGM**

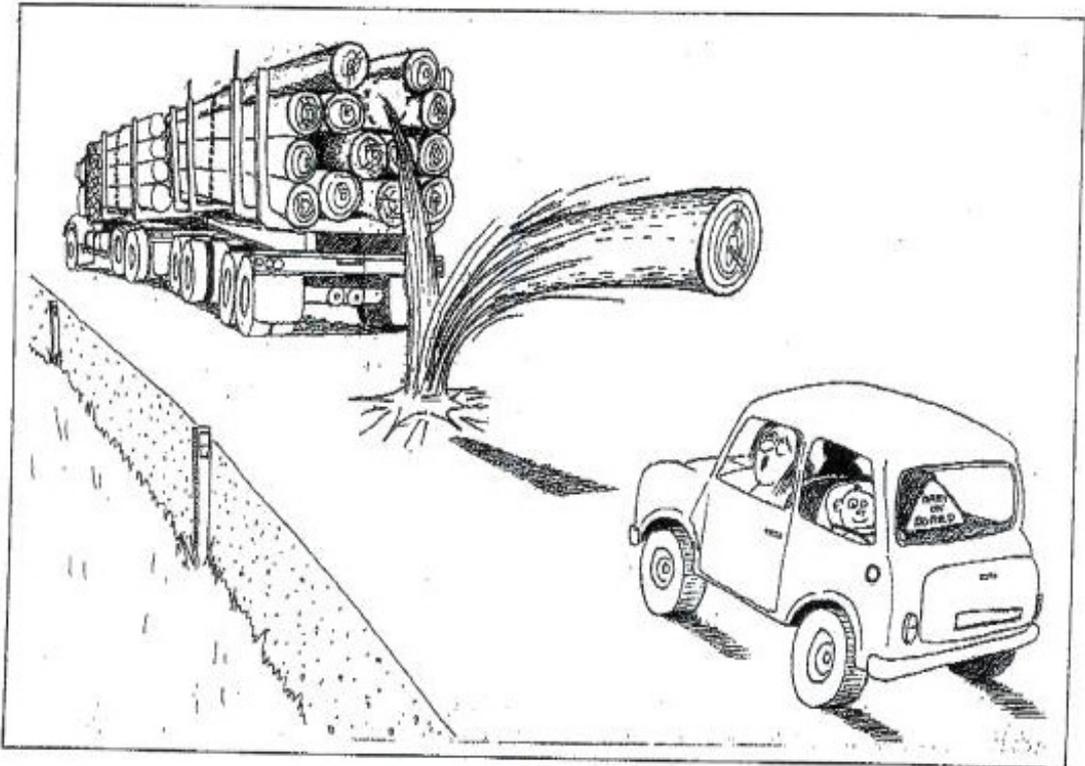
**Thursday 23 May 2019**

**Slippery Logs:**

It is a timely reminder to all Drivers to be extra vigilant when carting debarked or partly debarked logs. At this time of the year they are more likely to move than other times of the year, ensure all loads have a belly strop fitted.



## **HAZARD ALERT**



### **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.**

