

# NEW ZEALAND LOG TRANSPORT SAFETY ACCORD

## PARTIES

This Accord is between the New Zealand Forest Owners Association (NZFOA), Road Transport Forum New Zealand (RTFNZ), Log Transport Safety Council (LTSC), and the New Zealand Farm Forestry Association (NZFFA).

## OBJECTIVE

The objective of this Accord is to improve the safety of road users by reducing the incidence of log truck accidents on public and private roads.

## COMMITMENT

We, the undersigned organisations, are committed to achieving the Objective of this Accord. We will encourage the members of our respective organisations to abide by the principles of this Accord and to give effect to the following implementation measures.

### Compliance with Regulations and Codes of Practice

That all logs are loaded and transported in compliance with relevant regulations and industry codes of practice, including the OSH Approved Code of Practice for Safety and Health in Forest Operations, the LTSC Industry Standards, and all other applicable codes, standards and best practice guidelines. Attention is also drawn to the chain of responsibility provisions of the Land Transport Act 1998, relating to speed limits, work and break time, and load weights.

### Contractual Commitment

That all parties recognise the importance of contractual commitments which support continued investment in health and safety and training, while improving productivity and efficiency. All services are to be provided or engaged by way of a formal contractual agreement, the conditions of which will acknowledge and provide for full and sustainable implementation of, and commitment to, Accord measures.

### 0800 Public Reporting Scheme

That all parties participate in and actively support the objectives of the 0800 public reporting scheme.

### Speeds

That all parties acknowledge that speed constitutes a major accident risk. Drivers will travel at speeds that allow

considerable safety margin for the conditions. Specifically, drivers will adhere to recommendations in respect of corner speeds as agreed between the parties.

### Efficiencies

That all parties acknowledge that delays at loading, unloading and checkpoints can contribute to driver and transport operator frustration and reduce transport efficiency. The parties will work on maximising efficiencies within all key transport-related points within the supply chain.

### Load Weights

That forest owners and transport operators strongly oppose the exceeding of the legal load limits and Road User Charge licences. The two parties agree to develop improved systems to identify and disincentivise overloading.

### Driver Training and Qualifications

That all log truck drivers either hold a recognised qualification appropriate for the work they are doing, or be working towards such a qualification.

## INDUSTRY ISSUES

In addition to encouraging their members to implement the above measures designed to improve logging truck safety, the signatory organisations agree to work together on the following:

### Truck and Trailer Design and Manufacture

The parties acknowledge the part that truck and trailer manufacturing standards and dimensions play in log transport safety and support the LTSC in reviewing and revising these standards to improve safety. The parties will work to implement any agreed revised truck and trailer manufacturing standards as quickly as practicable.

The parties will consider, and actively support where appropriate, the implementation of changes to weights and dimensions which have the potential to improve the productivity, competitiveness or fuel efficiency of the industry and to reduce environmental impact, providing that safety is not compromised and where possible improved. This includes the existing 22m concession and any new concessions which may arise from any vehicle dimension and/or mass reviews, and recognising the capital investment required.

### Loading / Unloading Equipment and Trailer Lifting

The parties acknowledge the need to review loading and unloading equipment and procedures to match developments in best practice truck and trailer design and to comply with the trailer lifting requirements of the LTSC Industry Standards.

The parties acknowledge that current log trailer braking requirements anticipate that trailers will be carried when unloaded and will take all practicable steps to ensure that trailer lifting facilities will be provided where logs are loaded or discharged.

### Roading Infrastructure

The parties will work together to identify roading infrastructure priorities and work with central and local government to achieve roading standards that can accommodate expanded log truck traffic and improve public safety. Particular emphasis will be placed on regions where harvest volumes are expanding the fastest.

The parties will work together to identify in-forest road standards appropriate for the safe and efficient transport of logs

### Accident Statistics

The parties will support and contribute to the efficient and accurate recording and dissemination of accident statistics and analysis of causes, under the stewardship of the LTSC.

### Education and Awareness

The parties acknowledge the important role of other road users in maintaining the safe transport of logs. They will support education of both truck drivers and the public (particularly where the public interacts with the industry) that improves the awareness of such factors as loading, overtaking safely, distance to slow or stop a loaded truck, and the health and wellness of truck drivers and transport operators.

## RESOLUTION AND REVIEW

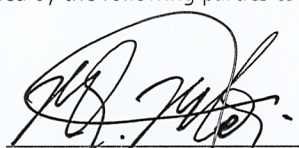
Should a dispute arise between the parties regarding the implementation or interpretation of the Accord, then the parties will attempt to resolve same by good faith discussion. Failing resolution, the parties will then resolve the matter by independent mediation.

This Accord will be reviewed as agreed by the signatory parties to consider the current appropriateness of wording and will be modified and re-signed as necessary.

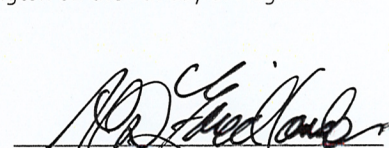
Signed by the following parties to this agreement in Wellington on the 7th day of August 2008

  
New Zealand Forest Owners Association



  
Log Transport Safety Council



  
Road Transport Forum



  
New Zealand Farm Forestry Association



**ENDORSEMENT:** We, being a member of a signatory party to this Accord, signify our commitment to applying the provisions of this Accord in the operation of our business.

Signed \_\_\_\_\_