

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), New Zealand Farm Forestry Association (NZFFA), Forest Industry Safety Council (FISC), and the Forest Industry Contractors Association (FICA).

Objective

The objective of this accord is to improve the health, safety and wellbeing of Log Transport across the industry, whilst enhancing the safety for all road users on both public and private roads.

Commitment

We, the undersigned organisations, are committed to achieving the Objective of this Accord. We will expect the members of our respective organisations to support and abide by the principles of this Accord and the goals and objectives of the Annual Log Transport Safety Improvement Plan.

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 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 and security.

Contractual Commitment

That all parties recognise the importance of contractual commitment and understanding, such that supports continued investment in health and safety and training, while improving productivity and efficiency. All services are to be 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 the Accord.

0800 Public Reporting Scheme

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

Speeds

That all parties acknowledge speed constitutes a major accident risk and commit to using education and technology to ensure legal and responsible speeds are maintained. Drivers will drive defensively and travel at speeds that allow considerable safety margin for the operating conditions, and will adhere to safety initiatives.

Efficiencies

The parties will work together to eliminate delays and maximise transport efficiencies across the supply chain to mitigate driver frustration and fatigue, and optimal use of HPMV and 46t rated vehicles.

Load Weights

All parties strongly oppose exceeding legal load limits and Road User Charge Licences, and are committed to develop improved systems to monitor and disincentivise overloading.

Operator Certification

That all parties recognise and support the LTSC Operator Certification program as a key component to improving the overall Health, Safety and Environmental performance of Log Transport operations.

Driver Training and Qualifications

All parties support and recognise that on-going training and skill development is needed to maintain professional standards. All log truck drivers will hold recognised qualifications appropriate for the work they are doing or be working towards such qualifications. Including, but not limited to, completion of the LTSC Training Program.

Safety, Health and Wellbeing

The parties acknowledge the significance effective management of safety, health and wellbeing delivers, in the quest to eliminate harm.

The parties agree to continually monitor and measure the Safety, Health and Wellbeing of the workplace and workforce, and commit to the ongoing development of policy and process improvement, to reduce impairment and fatigue, and enhance physical and mental wellbeing.

Truck and Trailer Design and Manufacture

The parties acknowledge the part truck and trailer manufacturing and specifications play in log transport safety and support the LTSC in reviewing and revising these to improve safety. The parties will work to implement any agreed revised truck and trailer specifications, including technical enhancements, as quickly as practicable.

The parties will consider and actively support, where appropriate, the implementation of mechanical and technical solutions to improve the productivity, competitiveness or fuel efficiency of the industry and to reduce environmental impact, providing safety is not compromised and where possible improved. This includes any new concessions which may arise, whilst recognising 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 associated compliance as prescribed in the LTSC Industry Standards. The parties' members will take all practicable steps to ensure compliant trailer lifting facilities are 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 accommodate improved vehicle design and expanding log truck traffic and improve public safety. Emphasis to be placed on regions where harvest volumes are expanding.

The parties will work together to identify and ensure in-forest road standards enable the safe and efficient transport of logs.

Incident Statistics

The parties will support and contribute to the efficient and accurate recording and dissemination of incident statistics and analysis of causes, under the stewardship of the LTSC, through use of the LTSC IRIS database.

Education and Awareness

The parties acknowledge the importance of other road users in maintaining the safe transport of logs. We will work with community and other road user associations to improve the education and awareness of the public regarding such factors as, overtaking safely, distance to slow or stop a loaded truck safe travel distancing, narrow rural roads, swept path of heavy vehicles when cornering, blind spots around trucks, water splashing and wind created by trucks hazardous to pedestrians and cyclists.

Annual Log Transport Safety Improvement Plan


In addition to expecting members to implement the above measures designed to improve Log Transport safety, the signatory organisations agree to work together on the Annual Log Transport Safety Improvement Plan and expect members to abide by any recommendation reached.

RESOLUTION AND REVIEW

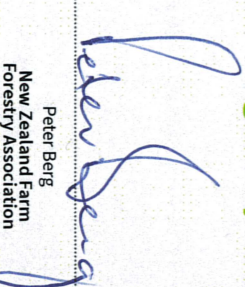
Should a dispute arise regarding implementation or interpretation of this Accord, the parties will attempt to resolve same by good faith discussion. Failing resolution, the parties will resolve through independent mediation.

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.

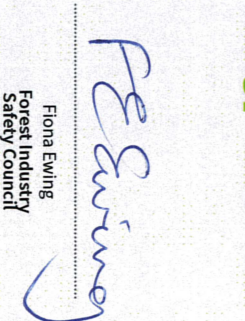
Signed by the following parties to this agreement in Wellington February 2021


David Rhodes
New Zealand Forest
Owners Association

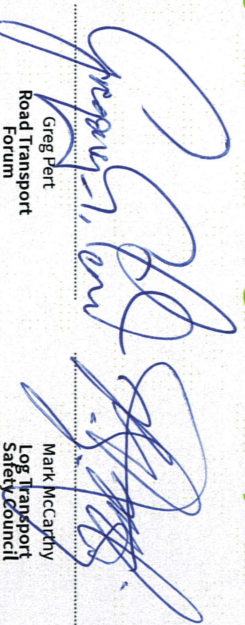



Peter Berg
New Zealand Farm
Forestry Association




Fiona Ewing
Forest Industry
Safety Council

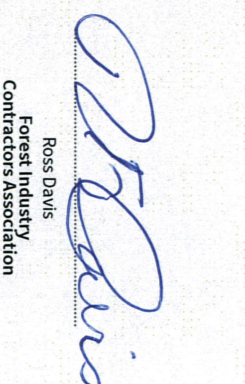



Greg Pert
Road Transport
Forum




Mark McCarty
Log Transport
Safety Council




Ross Davis
Forest Industry
Contractors Association



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

Signed