

# Log Transport Safety Council Beauty or Beast ?



Presenter

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# HISTORY – Birth By Political Heat

- Perceived crash rate for Log Trucks was 3 times the National Average according to the Heavy Vehicle Crash Survey.
- A high profile multiple fatality accident near Tauranga resulted in calls for immediate action by the Government represented by Land Transport Safety Authority.



- The Forest Owners Association, Road Transport Forum, Transport Engineers Logging Industry Research Organisation (LIRO), Log Trailers Manufacturers and selected Log Transport Operators were invited.
- Lawyers for the LTSA were present with the mandate to investigate removing log trailers from the public roads forthwith.
- There was much heated discussion however the Log Transport Safety Council as it is known today was formed.



# Immediate Steps Taken Were

- A voluntary reduction in load height.
- Education by road show.
- Vehicle design and stability improvement investigation.



# Voluntary Reduction In Load Height had to be Proven to Work

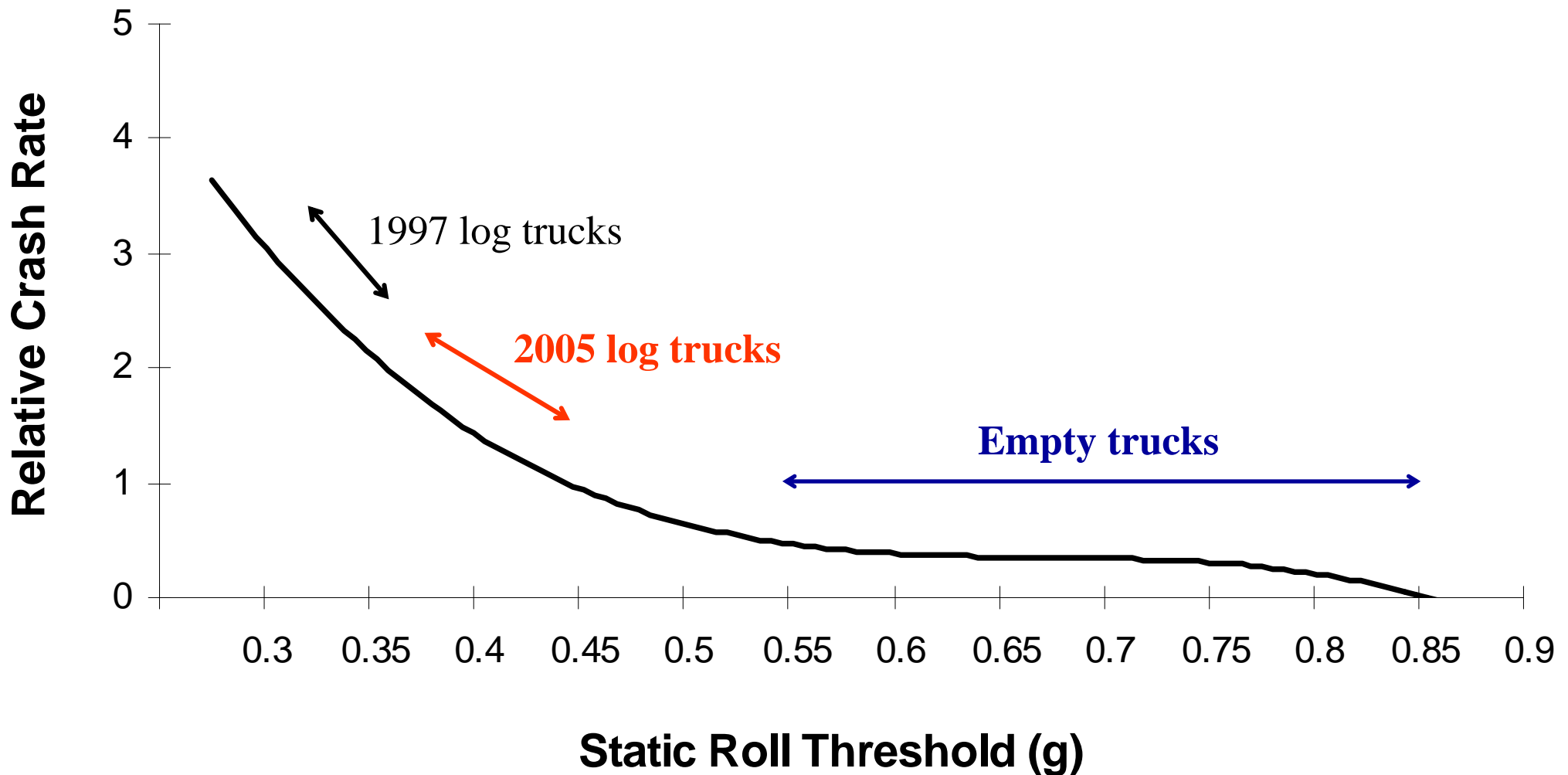
- Static Roll Threshold Calculator
- 20 Metres to 22 Metre Load Length.
- Effective and Operator Friendly.
- Government Approval.



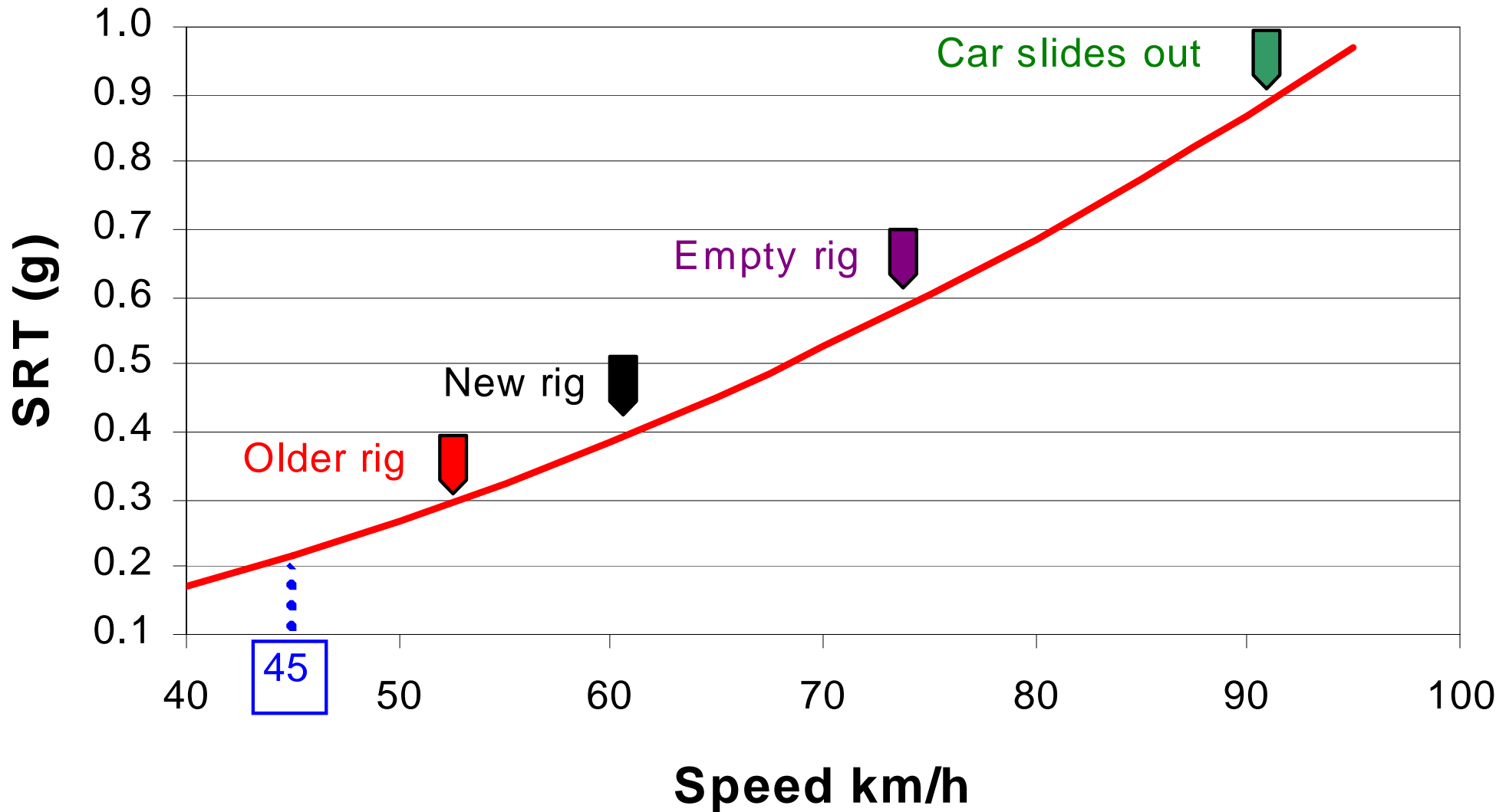
# SRT versus crash rates (SRT)

New rigs have an SRT of typically 0.42g

## Relative Crash Rate vs SRT



# 45 km/h advisory curve



Assumes perfect curve tracking

# Driver Education

- National Certificate Program.
- Codes of Practice.
- 0800 Data Collection.
- Load Securing.





# Vehicle Design and Stability Improvement Investigation

- Loading to FOA Requirements.
- High horsepower Trucks and poor performing Trailers.
- LIRO recommended unit very poor performer.
- Driver acceptance critical.





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8880 LOGTRUCK MC67

85017

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- Belly chain only
- Chain attached through trailer anchor (for piggy backing)
- 0.76 g Max deceleration



- 3.7m logs
- 1 bolster chain at rear and one belly chain (2 tie downs)
- No movement



- 1 webbing belly and one bolster chain at rear  
(2 tie downs)
- 0.73g max deceleration
- Load moved about 800mm. Back packet hit front packet.





Deceleration of approx **0.5g**

**Up to 1m of movement**

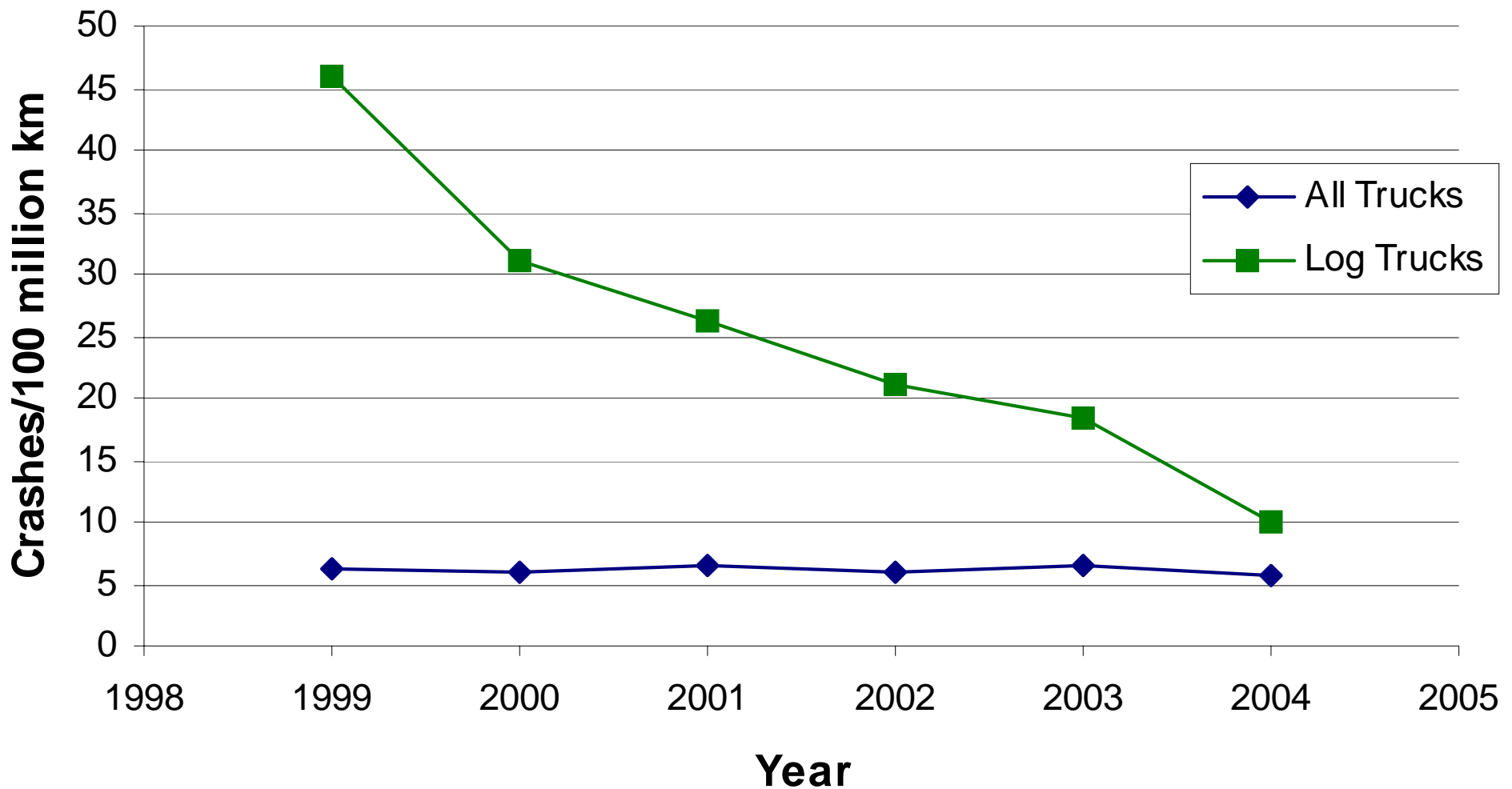
Logs protruding through cab guard



**2 x 75mm straps on all three packets**



# Over last 6 years over 75% reduction in log truck rollover and loss of control crash rate



# Conclusions

- A largely regulatory and enforcement approach to safety does not produce the desired results
- Industry ownership of the issues is required with government assisting in a partnership role
- The Log Transport Safety Council has worked well as an industry led initiative supported by Government
- Other agencies such as OSH and ACC are now joining LTSC as they can see the partnership works
- Receiving of two Road Safety awards is validation of LTSC success over the last 9 years.



# Summary

- Does the Log Safety Council work for all operators – YES.
- The Log Transport Safety Council has grown into a respected organisation adding depth to the Forest Transport Industry. The model is proven and should be used by Transport Sectors in need.
- So – Beauty or Beast ?

**Started as a beast, developed into a beauty.**

