



## Log Cartage Anniversary



Its 20 years (2004) since the first umbrella insurance policy was signed for Contract Owner drivers!



Our current fleet includes many of those that made the change and has grown to include a 2<sup>nd</sup> and 3<sup>rd</sup> generation.



That’s an amazing achievement. Thank you and Congratulations.

### Consult, Co-operate, Collaborate

Pan Pac has worked with a “Tight 5” over the years and have recently introduced a group made up of medium to small fleet owners and owner drivers.

### Log Cartage Working Group

These dedicated people want change that brings benefits to everyone and delivers a high performing, safe fleet that drivers think of 1<sup>st</sup> for opportunities in Forest Logging. Importantly where a 3<sup>rd</sup> & 4<sup>th</sup> generation can flourish!

A worthwhile challenge for the team and Pan Pac to work on!

The team have already delivered an update of the Critical Rules specifically for Log Cartage. They are currently working on meaningful reporting and metrics driven by owners and drivers.

It’s a gnarly job – a great big shout out to the team.

Continue to watch out for updates, Hawke Eye articles and other comms from the teams.

Please provide any feedback on this report to [andrea.ball@panpac.co.nz](mailto:andrea.ball@panpac.co.nz)

## Engineering & Us

Road engineering and maintenance in Forests is a big-ticket item for Safety, Risk & Operations.

Whilst the biggest difference can be made by our log truck drivers, the volume of utes can make a make a big difference as well.

**Freshly formed & graded roads** - need care and attention from all drivers. Drive 1-2 tyre widths left or right on your way in and out. This helps pack the gravel and dirt back in and avoids single lane tracking.

**Single tracking** – should be avoided even on 4.5m spur roads. Again drive 1 -2 tyre widths left or right. **Wet Weather** – water tracking down roads from over run water tables and wet weather is a major source of damage. Where able ‘low and slow’ applies. Let us know when this degrades the road by using the app.

**Road Marking** – Markers can go missing for a lot of reasons. Let us know, it’s important for 1<sup>st</sup> time and part-time drivers to know where they are and when to call.

**Water Tables** – need to be avoided. Bends in our roads have extra width in the outer curve to give more tracking room, allow utes to pass and maintain truck and trailer units on the road.

*Check the tracking - how did the vehicle stay on the road?*



*Special thanks to DGL crew who assisted with identifying this bend.*



**Concerned about a Forest Road?**

Report through your co-ordinator, or Pan Pac Survey 123.



**Road Safety**

In recent weeks there have been several on highway incidents where wandering stock and wildlife have caused significant damage to vehicles.

Thankfully people have not been hurt, but there was potential for significant harm.



Driving at the speed limit is allowed, the reality is less speed gives more time to react.

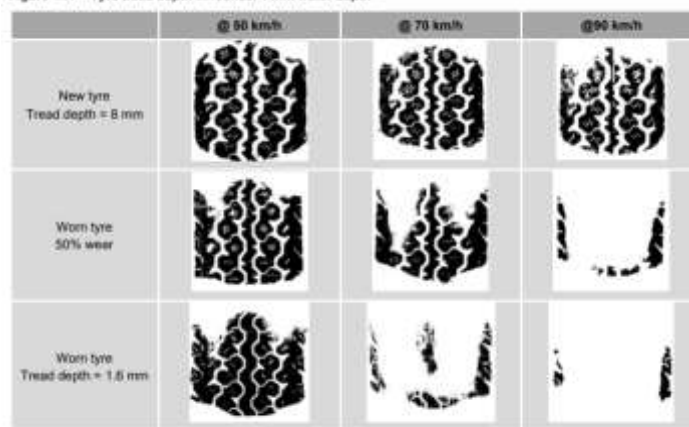
**Tyre Condition**

Tyre condition is essential to driving on any road impacting grip and stopping distances. Our HSRs located the chart on the next column.

Check out how speed impacts your tyres contact with the road surface in 1mm of surface water.



Figure 4.7: Tyre tread depth influence: 1 mm water depth



Source: Gotvé (2005).

**Knowledge Bank**

Keeping you safe in a high-risk industry is critical – we must be able to rely on and trust each other to be top of our game.



For your safety any person found to be under the influence of Alcohol and Other Substances is removed from Pan Pac Operations (short or long term). So, what's involved?

**Alcohol & Other Substances**

There is an Australia/New Zealand standard for testing, test levels, competency of who may test and these are the core of what you see in practise.

- Random Testing – on any given day a test van may be set up at one of our operational sites. Anyone working in or nearby the area is included. A result is given at the time.
- Post Incident – applies to any incident environmental, property damage and safety.
- With cause – where a person's behaviour has caused concern sufficient for 2 trained people to reasonably believe the person may be under the influence.

Non-negative – next steps;

All people are stood down pending the laboratory results and must have someone take them home.

No one may return to work in our Forests until they test Negative (clear) and they must be on a rehab plan, where their employers procedure allows.

Any person testing non-negative for Class A drugs has an automatic 2 year stand down from Pan Pac.

Pan Pac Forest staff - attend the local testing office directly under a different procedure.



## Environment



### Land retirement

The areas where we need to remove trees today are a result of decisions made decades ago.

Twenty-eight years ago, the rules and focus were different. Crews were instructed to plant pine trees wherever they would grow. Down a gnarly gully or up a steep face, stream banks were forested right down to the water's edge.

Harvest logistics, economics, health, safety, and environmental considerations were often not taken into account in planting decisions.

### Today, things have changed significantly;

- Health and safety regulations are stricter, reducing the amount of manual felling we do.
- Environmental rules and societal expectations are higher, so we can't leave as much woody debris in streams, disturb native vegetation, or create sedimentation.

This brings us to the challenge of managing the existing trees.

In some situations, carefully felling the trees is the best environmental outcome. Leaving heavy, standing trees in vulnerable spots can create Safety and Environmental issues when they fall, taking root balls with them and dislodging sediment as they uproot. In other areas felling the trees isn't feasible, so we might poison them to allow natural decomposition.

By 2052, the regulatory setting will almost certainly be different again. What will health, safety, and environmental regulations look like? How many manual fallers will there be then? Will we be able to harvest what we plant today?

We need to learn from our past and avoid replanting trees in problematic areas. These areas need to be retired.

We need to think about management of the settings we retire. Will they naturally return to native bush, or will they require weed control or supplementary native plantings to aid the process?

This will likely be different in a block beside some native vegetation where there's a lot of native seed around compared to a block surrounded by pasture.

Do we need to control browsing mammals like deer and goats to let seedling establish? We're fortunate at Pan Pac to have Grace Marshall who is doing her PHD on very similar things!

We are currently formalizing our decision-making process for retirement of land.



### Have your say!

Your knowledge and observations from working in our forests is key to helping us make good decisions. If you have seen or worked in an area for any reason (planting, spray, pest control, harvesting) that you think should be considered for retirement, it's important to let us know. Talk with your forest co-ordinator.



*This stand of native suffered some unavoidable damage to the canopy during harvest. We'll be retiring the adjacent face to ensure it is well protected during the next harvest.*



*A well protected patch of native. Retirement isn't required*



*Grace presenting her PHD studies on transitional forestry to the Environmental Forestry Conference in Rotorua in June.*




**The Statistics:**

CONFIDENCE		THIS MONTH	FYTD	TARGET	POSITIVE BEHAVIOURS		THIS MONTH	FYTD	TARGET
	% Events Reported on Time	100%	100%	75%		# Risk Reviews	0	0	
	% Major Events Investigated on Time	100%	76%	75%		# Learning Teams	0	0	
	% Minor Events Investigated on Time	100%	100%	75%		# Staff Recognition	6	35	
	# Event Reviews	2	6			# HS Awards	0	1	
	# Completed Event Corrective Actions	13	32			# Contractor Recog.	2	3	
	# Overdue Event Corrective Actions	2	10	<15					

ENGAGEMENT/LEADERSHIP		THIS MTH	FYTD	FY TARGET
	# Staff Inductions	0	7	
	# Contractor Worker/ Service Provider Induction	50	194	
	# Survey 123 Assessments	9	29	250
	# Survey 123 Corrective Actions – Serious or Critical	0	2	12
	# HSE Engagement	14	37	120
	HSE Meetings - % Contractor reps attendance	62.5%	64.74%	75%

ENVIRONMENTAL		THIS MTH	FYTD	TARGET
	# Survey123 Assessments	36	91	250
	# Monitoring non-conformance	11	34	<100
	# Outstanding Corrective Actions	23		<15
	# Compliance/Consent Breach	0	2	0
	Stakeholder Recognition	0	1	
	# Environmental Awards	0	1	
	PM10 exceeding daily avg. limit of 50ug/m3	NA – out of service	0*	
	Average for above 225.35mm – historic average 154.2mm			

DRUG TESTING RESULTS		# ALCOHOL TEST FOR MONTH	# DRUG TEST FOR MONTH	# NON-NEGATIVE DRUG TESTS	% ROLLING 12 MTHS
	Cartage (incl. log yard)	24	24	1	2.2%
	Engineering	1	1		0%
	Forestry	8	8		2.2%
	Harvesting (incl. 3PY)	11	12	1	3.7%
	Staff	2	2		0%
	<b>Totals</b>	<b>47</b>	<b>47</b>	<b>2</b>	<b>2.5%</b>



Event Type	Total	Worker Type	Total	Event Status	Total
Incident	9	Contracted Worker	11	Completed	7
Illness/Injury	0	Third Party	0	Not Started	3
Near Miss/Hazard	2	Worker	0	Underway	1
<b>Grand Total</b>	<b>11</b>	<b>Grand Total</b>	<b>11</b>	<b>Grand Total</b>	<b>11</b>

## Events Summary

ID	Event Date	Event Time	Event Type	Event Category	Description	Learnings
85144	07/06/2024	05:30	Near Miss/Hazard	Breach - Code of Conduct	XRef 84155: I was travelling north on SH2 at White Pine when I came across an empty Transporter. He was going slow so at the passing lane I pulled out to pass taking all of the passing lane to finish. The transporter followed me to the first set of lights, got out of his truck, came up ripped my drivers door open, climbed up the steps. Driver felt I had cut him off at the passing lane and abused me.	Environment - road network, stop goes. Passing manoeuvre, driving methods. Personal decision making and control.  Patience and consideration is required for all when driving.
85152	06/06/2024	06:00	Incident	Activity/Task	After refilling the falling machine from the ute/trailer, the operator slewed around and as he turned a clump of dirt has fallen out of the head and landed on the utes windscreen cracking it.	Operator error. Movement was not best practise. Has moved machine away from the refuelling ute & trailer. This has required him to move the boom and attachment over the ute.
85155	07/06/2024	05:33	Near Miss/Hazard	Breach - Code of Conduct	Xref 85144: A transporter and its pilot vehicle came up to a passing lane. A few vehicles passed the truck and pilot. Nearing the end of the passing lane the transporter noted a log truck trying to complete a pass. The transporter slammed on his brakes on an uphill slope so the log truck could pull back in.	Environment - road network, stop goes. Passing manoeuvre, driving methods. Personal decision making and control. Patience and consideration is required for all when driving.
85158	05/06/2024	10:30	Incident	Vehicle	When a worker opened the door to his ute, a gust of wind pushed the door wide open, further than the hinges allow. It damaged the door and the side panel of the ute.	Environment - wind gusts. Hazard known and mitigated in operations, not applying appropriate controls for non-operational MVs
85162	10/06/2024	10:15	Incident	Driving	Truck driver was coming up to a slight S bend when the truck slid sending the trailer off the road into the bank tipping over.	Low speed 32kph. Road travelled many times by driver. Recent road surface upgrade prior - new metal, graded, smoother surface.
85169	06/06/2024	02:20	Incident	Maintenance	While washing the exterior walls of the Gwavas office building, water has leaked into the power box causing it to short out, burning some of the wiring inside.	Toolbox meeting did not identify all hazards of the task (specifically power). Electrical box is located on the exterior under an overhand, set up has a power feed from



						the top. Water ingress was therefore possible generally and likely during cleaning.
85176	11/06/2024	14:45	Incident	Activity/Task	After the operator fuelled the machine with diesel he slewed around and hit the diesel pump.	Diesel tank was relocated. Entry and exit had been partly blocked by wood stock (not related to delivery, skid size). Breach of skid plan.
85183	11/06/2024	13:30	Incident	Property Damage	(2 <sup>nd</sup> event) On a windy day a worker opened his ute door but the wind caught it and pulled the door back further than the hinges allow and damaged the door and the guard.	Environment - wind gusts. Hazard known and mitigated in operations, not applying appropriate controls for non-operational MVs
85189	18/6/2024	14:55	Incident	Property Damage	A worker was reversing their ute on the side of the road and backed into a small branch sticking out of the ground, breaking the tail light. Ground and visual conditions were poor with substantial rain.	Environment of the forest. Where reversing cameras don't give good vision or are not fitted a visual check or avoiding area edges is recommended, even in the rain.
85190	25/6/2024	06:15	Incident	Property Damage	A ute was traveling too fast over the bailey bridge in wet conditions. The driver changed down gears but when he let the clutch out too quickly the rear wheels locked up and the ute slid sideways. The left front guard of the ute sustained damage.	Roading environment, baily bridge. Vehicle speed. Not driving to the conditions.
85191	20/06/2024	08:57	Incident	Property Damage	Location: a wet dumpsite. Load & Stockpile: Contained dirt, silt and debris. Operator has been direct dumping and has pulled up close to the stockpile. When hoisting the tray a 1m log in the stockpile has wedged between the tailgate arm and body. The operator has seen the issue and stopped hoisting immediately, but damage was already done. The 1m log was covered in silt making it hard to see.	Environment and task. Dynamic task and risk with each load altering the work environment. Method to be applied is to paddock dump and have an excavator form the dump pile.

**June Safety Commentary:**

Congratulations for adjusting so well to the conditions of the last several weeks. In adverse weather your dynamic decision making and planning has successfully avoided significant damage or harm to people and property. There are also a number of crews that have been shutdown or moved to protect the soil structure that we depend on.

My disappointment of the month is the overtaking manoeuvre covered in events 85144 and 85155.

This is a significant near miss for an accident. The overtaking manoeuvre gained very little with other vehicles and trucks ahead in the queue, ultimately required one or other driver to decide to “give way” in order to return to a single lane. No matter the circumstances it is not okay to assault verbally or otherwise another person. Pan Pac representatives will always uphold the Code of Conduct.

Let's follow the lead of all our successful operations and team who have demonstrated patience, care and respect across all activities.