

Log Transport Safety Improvement Plan 2026-2027

Next Update September 2027



This Log Transport Safety Improvement Plan (LTSIP) has been compiled and endorsed by the signatories of the Log Transport Safety Accord, effective from February 1st, 2021.

The intent of this LTSIP is to assist and maintain a consistent standard of behaviour, culture, and compliance across all NZ forestry operations.

The purpose of this LTSIP is to enable the forest industry to collaborate, consult and coordinate agreed interventions that will further enhance Safety, Health and Wellbeing. In addition, it sets quantifiable outcomes that will be monitored and measured by the parties to ensure compliance by all parties (including forest owners/managers).

This LTSIP is to be reviewed bi-annually in September of each year and any subsequent amendments, as agreed at the time of review, will come into effect as of the 01st of February of the following year.

Interventions/Deliverables

NZ Transport Agency Waka Kotahi Engagement – via LTSC

- Take a proactive and collaborative approach to engaging with NZ Transport Agency/ Waka Kotahi (NZTA) and maintain a sound working relationship that enables consultation, cooperation, and coordination. This is to be maintained through the continuance of the “LTSC, NZTA, NZFOA Collaborative Working Group” as convened in 2021 and supported by LTSC, NZTA and NZFOA.
- Participate in NZTA lead industry reviews.
- Review and develop a solution to adapt regulatory driving hours to cater better for forest industry circumstances. The solution can not compromise driver fatigue and will be available for application by Level 5 LTSC Certified Operators.
- Work with NZTA sharing event data between parties to identify potential for harm and collaboratively develop solutions to reduce harm on roads.

LTSC Operator Certification Program:

- Continued implementation of the operator certification programme. Encourage all log transport operators to undertake the Operator Certificate and commence the journey to become certified to Level 5 of the LTSC Operator Certification Program (Target 60% of operators engaged in the program by 1 January 2026). Monitor compliance with LTSC requirements through regional surveys every two years. When issues are identified, provide feedback to LTSC to be followed up with the relevant operators.

Technical solutions/interventions:

- Encourage vehicles to be fitted with in cab camera system (forward and rear facing) and vehicle tracking technologies i.e. telemetry systems to enable training/coaching capability.
- Prime mover vehicle distance licencing to be managed using electronic Road User Charges system to assist vehicle tracking and speed management.

- Encourage driver work hours to be managed/recorded using electronic Logbooks to improve compliance on driving hours and the management of fatigue.
- Vehicles to be fitted with operational onboard weigh systems.
- Encourage the use of Vehicle Stability Control technology to enhance vehicle performance and safety.
- LOGTRUCK.CO.NZ system and signage must be compliant. The system is designed to promote and enhance the professionalism of log truck drivers.
- Monitor and measure credibility of calls i.e. categorise to determine real events and response to calls. This will enable the system to measure the level of professionalism being delivered by the drivers/operators. Transport operators to respond to all website reports where the complainant has left their contact details and advise the LTSC when this is completed.

Driver Wellbeing and Community:

- Drivers to undergo annual health check.
- Fatigue management – encourage the adoption of driver support technologies and monitoring, along with relevant education/awareness i.e. sleep apnoea program.
- Support, monitor and measure the success of the Get Real Behind the Wheel and Driver Wellness projects.
- Participate in the Wood is Good project (based on the Share the Road program) advise on compatibility and enhancement to avoid the need for both programs.
- Support promotional work to provide career pathways for log truck drivers.
- Support the annual Driver Appreciation Week.

Infrastructure:

- Access/egress and in forest infrastructure to be fit for purpose, as per the NZ Forest Road Engineering Manual 2020.
- Heavy Vehicle configurations to be fit for purpose and used in a manner that does not compromise their safe access/egress, with payloads to be agreed accordingly. Ensure the woodlot sector is advised of industry standards and subsequent compliance risk, if not applied.
- All endeavours made to engage with local and national roading authorities to help ensure infrastructure is fit for industry use.

Research and Development:

- Load Security – work with equipment manufacturers and others to review and design improvements and encourage the adoption of improved technologies including load restraint and chain throwing solutions.
- Roll over reduction – truck and trailer monitoring – support monitoring and reporting initiatives and ongoing education and awareness programs. Work with NZTA Waka Kotahi to review current and improve future reporting detail and accuracy.
- Environmental improvement – agree a position on achievable environmental contribution and scope a plan to do so. Key focus area going forward is to determine industry’s current emissions rate, measure current fleet age, set future targets facilitated through technical enhancement (euro 6 and beyond), tyre strategy, vehicle design and application, and support trials of alternative fuelled vehicles.