

**Minutes:** Wednesday 5th May 2020 10:00am – 2:00pm

Held At: McFall Offices, Mount Maunganui

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| **Subject** | **Action/Decision** |
| **Attendees:**Jessica Milich (BP)Eugene Nicholson (Z Energy)Tau Matiza (Z Energy) Greg Pert (Tranzliquid Logistics Ltd)Gareth Pert (Tranzliquid Logistics Ltd)Neil Boys (Tanker Engineering)Kevin Sim (Mobil- Allied Petroleum)Mike Crandon (McFall)Dom Kalasih (Road Transport Forum NZ) Laura Edmondson (BP)Stephen Owles (PFH)Paul Vowell (MobilRon Requena LinfoxChris Heaton (Linfox)**Guests:****Apologies:**Mark Allen (MFI)Justin Johnston (Z)Hayden Garing (PFH) |  |
| **Welcome** (Gareth) The meeting commenced at 10.00 am. Introductions were made. Health and safety provisions covered, and Agenda reviewed. The principles of the Charter were acknowledged.The Minutes of the meeting held on 3 February 2021 were reviewed and action points discussed  |  |
| **Item 1** **Australian Safe Load Program**Jessica provided an overview on the Australian model of managing the SLP. (this was in addition to discussions ongoing discussion at previous PITSF meetings over last 24 to 36 months. Key points: 2 options: * NZ JV owned and operated; or
* Fully licensed version of Australian SLP

Key benefits:* Improved consistency of driver induction but recognise/manages/respects local conditions
* Reduced compliance costs to transport Operators and Terminal Operators
* Improved quality and rigour to assurance models
* Reduced risk to HSSE

Other:* Early indications of support from NZOSL and BP

  |  Agreements:* The change offers potential economic and HSSE benefits for all stakeholders
* The NZ JV owned and operated model is the preferred model
* Following initial set-up costs the model should be self-funding by the parties that benefit from the SLP. (this recognises there may be a year or two initially where self-funding is not viable).
* Terminal buy-in is required therefore setting up a Terminal group is required. (see Action 1)
* Distributors will get linked in once Terminals have buy-in.
* Deliverables are: stage 1 Driver Passport; Stage 2 auditing of SLP inspection
* A presentation pack on the initiative and benefits is required to demo to other stakeholders (see Action 2)
* Useful to consider how this initiative fits into a wider scope business model of industry accords code of practice etc. (see Action 3)

Actions:1. Justin J to invite a terminal nominee from WOSL, NZOSL, Mobil, BP, Z, TNZ; by end of May so that collective group can hear benefits of program and ultimately support the change
2. Dom to provide info to Gareth on business models used in other sectors that could be followed eg livestock with driver and stock crate certification
3. Jess/Gareth/Dom to develop a presentation pack to promote benefits of initiative by end of May. PTISF Consultation on Pack from end of May to mid June. Update Pack and then consult Terminal Operators/FDISC/Oil companies tentatively from mid June to mid July
4. All: PITSF members to lobby respective terminal partners prior to meeting on benefits of programme
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| **Item 2****RTF Update**Dom and Greg provided the RTF update* presentation to Select Committee on extension of emergency Immigration power
* generic submission provided to associations on speed limit changes to State Highways
* Livestock sector experiencing pressures, particularly complying with on-duty hours which can impact health and safety of people and welfare of animals. Causal factors are largely related to other factors in supply chain e.g. parties managing pick-up and delivery points. Indications are government department and agencies are not well connected and Chain of Responsibility is not working as intended. RTF advocating for cross agency solution.
* RTF assisting with development of Sidelifter CoP for sector Intermodal Sector Group
* RTF considering opportunities to strengthen Chain of Responsibility legislation by taking similar approach to US rules which pose obligations on managers of pick-up and delivery sites in regard detention and detainment of drivers and the flow on effects to on-duty hours and impact on freight rates
* Met with IRTENZ and NZTA to discuss short and long term remedies to heavy vehicle repair certifiers issues (lack of availability; lack of clarity on process; changes to interpretation of VIRM; unsustainable fragile model)
 | Ongoing |
| **Item 3****Incidents/Learnings Sharing**Incidents shared by RTF * Truck fire due to fuel dispenser shorting across battery when inadvertently detracting from running tank
* Wheel rim failures due to axle set overriding bollard.
* Pedestrian fatality due to tablet obscuring driver view out windscreen
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| Incident shared by Z * Spill caused by cork gasket.
 | Discussion that Industry had voluntarily agreed that cork as a gasket material be prohibited several years ago and there was a 2 year campaign to allow swap out, therefore this equipment did not comply with industry SLP requirements |
| Incident shared by McFalls* Electrical switch wired in series with master switch had failed due to corrosion resulting in driver losing all power (lights etc) while driving and becoming disabled on road. Switch and tankwagon was relatively new, (several months old) and it appears moisture had entered switch housing,
 |  Discussion that some Operators had removed this switch as it was not required under Tank Wagon ACOP.  |
| Sharing from Mobil-Allied-good idea to check in on drivers with origins linked to countries being ravaged by COVID-19 eg India and Phillipines  |  |
| **Item 4****Other business**Neil shared concern that suppliers are being impacted by COVID-19 disruption, e.g supply of alloy sheets were several months delayed   | Discussion that some truck OEMs were also indicating delays due to components being unavailable  |
| **Next Meeting:** The meeting closed at 12.30pmNext meeting: RTF office, Wellington Date TBA 10.00am-2.00pm |  |