



FORESTRY LOGISTICS SAFETY TRAINING



Final Report September 2018

1. Introduction

In June 2017, the Australian Forest Contractors Association (AFCA) proposed Forestry Logistics Safety Training (FLST) initiative was one of 12 programs to be supported by the National Heavy Vehicle Regulators' Heavy Vehicle Safety Initiative. It was one of 12 programs approved to share \$3.9 million funding by the NHVR, supported by the Federal Government.

The FLST initiative proposed a series of free regional forestry workshops across Australia specifically targeting Forestry Contracting Businesses, transport operators and loaders. The workshops were to provide an opportunity for industry stakeholders to hear about the testing and evaluation of recent research and consider how it can apply to individual businesses and industry more broadly. The initiative was underpinned by the importance of continual safety improvements and promotion of practices that lead to safer roads. The initiative was also timely given the anticipated changes to the Heavy Vehicle National Law and provided a platform to promote these changes and how they may impact industry.

AFCA partnered with Engistics, who had led much of previous evaluation of log load restraint methods and had carried out a number of investigations on truck rollovers along with having a sound understanding of Chain of Responsibility and how it may apply in a forest industry scenario.

The initiative was expected to commence in September 2017 with a view that 28 workshops nationally would be delivered by June 2018.

2. FLST Workshops

The first stage of the project was to develop the workshop material based including the session content and other material to support it including take away handouts and a feedback survey to be completed at the end of sessions to measure their success or otherwise,

The workshop material is included at Appendix 1, please note that there was a number of videos included and these are not reflected in the content.

The sessions covered the following key themes as they relate to forestry and the duty holders along the supply chain:

- Chain of responsibility and changes to the law
- Recent load restraint research and testing
- Rollovers and what we know
- Incident investigation findings, who is responsible when things go wrong

Specifically, the sessions were aimed at anyone who had a role or influence in forestry haulage and therefore can influence Chain of Responsibility and in turn has obligations under the Heavy Vehicle National Law, including;

- forest management companies and their staff,
- forestry contracting businesses and operators who load wood
- truck drivers
- those who schedule the task and unload the wood
- those who accept wood from trucks - processors

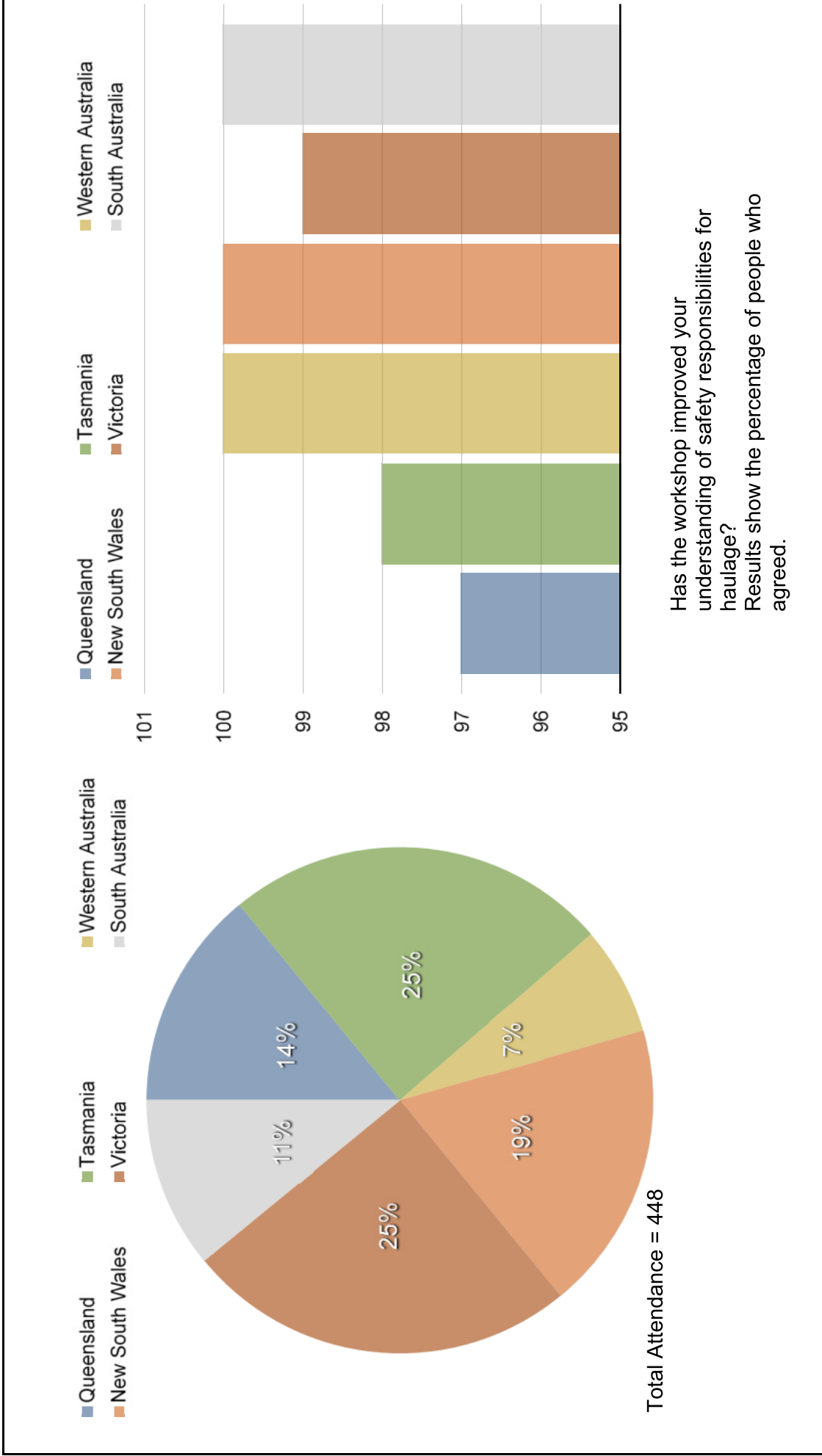
The promotion of the workshops was carried out in a number of forms including online AFCA newsletters, direct email and forestry news sources. The most effective form of promotion was when the forest managers directly encouraged, via email, their supply chain partners to attend the sessions.

A total of 25 Sessions were delivered across Australia within forestry regions and over 450 people attended a session.

3. FLST Workshop Assessment & Feedback

At the beginning of each session participants were asked to sign and at the conclusion participants were asked to complete a survey form. This information captured approximately how many people attended each session and whether the information presented during the 3 hours session was informative and whether people took away some key messages and how likely the themes would result in implementing change. A copy of the questionnaire is at Appendix 2. A copy of the raw data is also available separately.

This section summarises the feedback from all 25 Sessions.



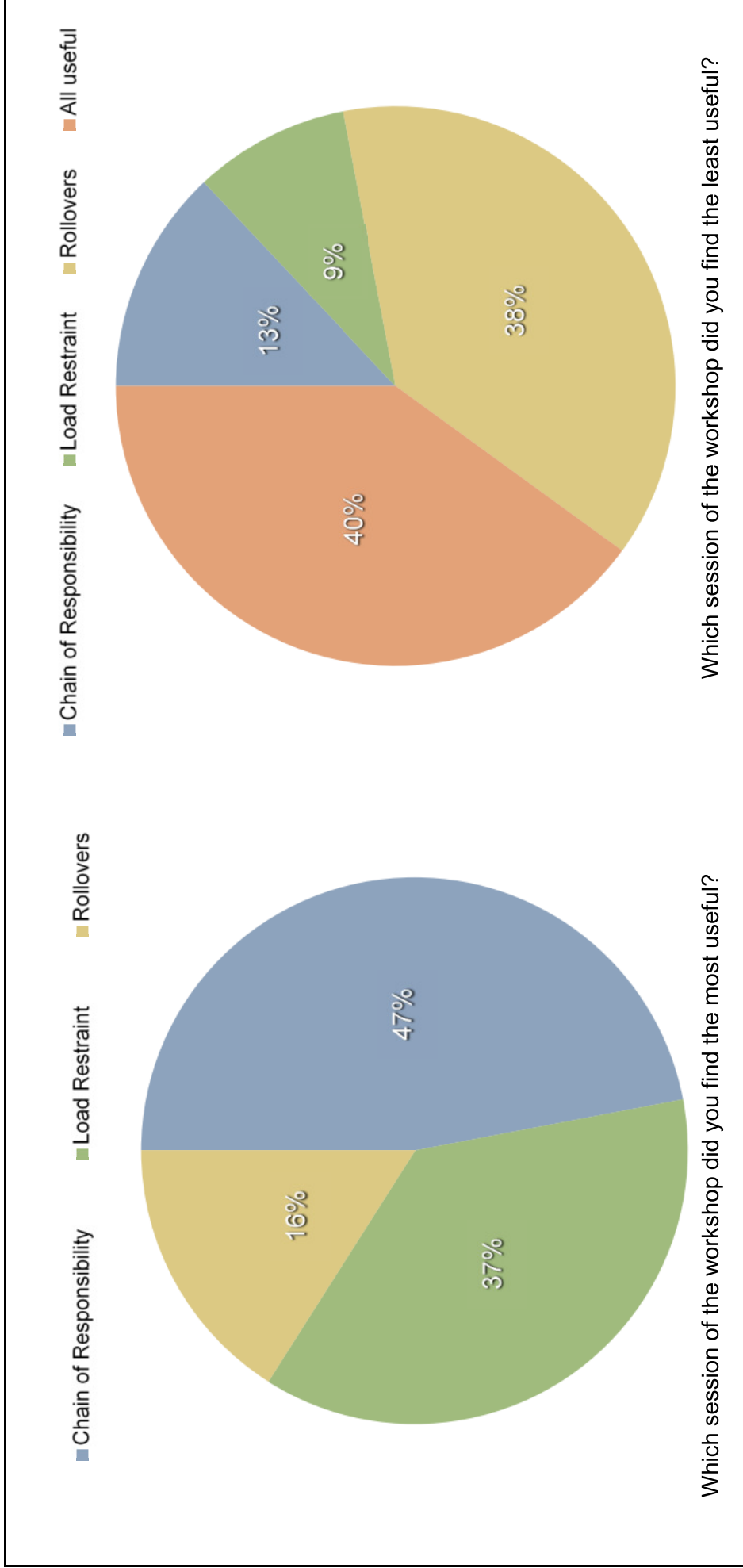
Graph 1 & 2: Percentage of people in attendance by State and percentage of those people who found the workshops to improve their safety responsibilities for haulage

The graphs show that there was a good cross section of people from each State in attendance at the sessions and overwhelming 99% of all participants who attended the sessions found that they improved their understanding of the safety responsibilities for haulage. The sessions covered Chain of Responsibility and how it relates to forestry and the obligations of key parties within forestry along with changes proposed to the law. The messages around this are important for industry to understand and address in order to improve safety outcomes and the relationship between different duty holders. The comments in response to whether the session had improved understanding included:

“provided me with a good platform on the steps we should be taking as an industry to improve transport safety”

“I was unaware of the changes to the rules and now have a better understanding of LR and COR”

“It expanded COR more to suit our needs”



Graph 3 & 4: Percentage of workshop session most useful and least useful

The three hours sessions were presented in three themes, Chain of Responsibility, Load Restraint and Rollovers and participants were asked to provide feedback on which of the three themes was most useful and which was least useful. Many participants circled more than one response for 'most useful' and 40% of participants didn't identify a least useful theme rather they noted that all themes were useful.

Almost 50% of participants found Chain of Responsibility most useful, followed by Load restraint at 37% and these two themes also had very small percentages of being identified as least useful.

Those the reported COR as most useful provided the following types of supporting comments

"All useful but COR has defiantly enlightened me"

"COR - this is the key to understand where and what can go wrong and who is responsible"

"COR - reminded me of obligations and what is coming in September 2018"

"I took a lot away from the COR Session, it showed how many gaps are in our industry"

Those that found Load Restraint most useful commented as follows:

"As a receiver I notice a lot of difference in load stacking and restraint which I think is a huge issue"

"LR - major industry risk, how it is being improved"

"LR, impressed by how much load can move under pressure"

"LR - very interesting in new system to increase tension"

"LR - workable solutions show us that it can be retro-fitted"

The Rollover theme was viewed as the least useful theme, which was reflected in 16% finding it useful and 38% find it the least useful. The comments provided some insight as to why it was considered least useful.

"Rollovers - only because I have attended training previously, still useful session"

"Rollovers -Had just done training but excellent refresher"

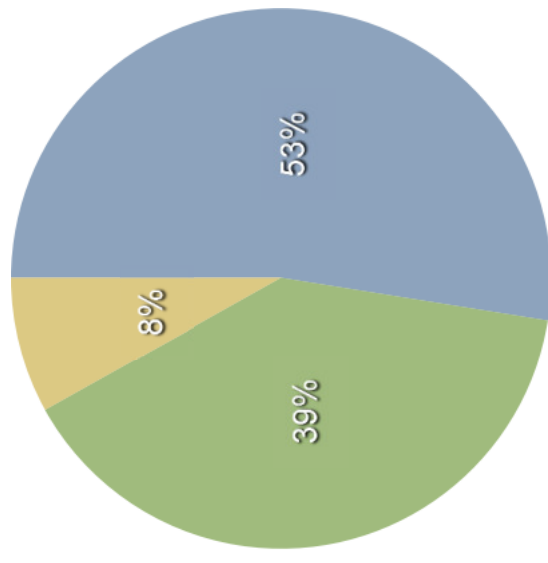
"Rollovers - this is the section that I have the least control of as part of my job 'so to speak'"

"Rollovers - have completed training/info on this previously"

A number of organisations (Forest Managers) had recently engaged a provider to facilitate rollover training which a number of participants had recently attended. Whilst this training hadn't been provided consistently delivered in all regions, it had been a focus of training delivered in Victoria and Queensland. As a result, some participants found it less useful. It was difficult to ascertain whether all participants had attended previous rollover training prior to the FLST sessions so it remained within the sessions. Some instances where participants reported it as least useful also saw participants report it as being most useful. This highlights the diversity of participants and their knowledge and the importance of providing consistent themes and messages as part of the session content so that it provides an opportunity for all industry stakeholders

to consider the information and it apply it to their scenario. The fact that 40% of all participants found all the information useful rather than nominating a 'least useful theme' is a reflection of this.

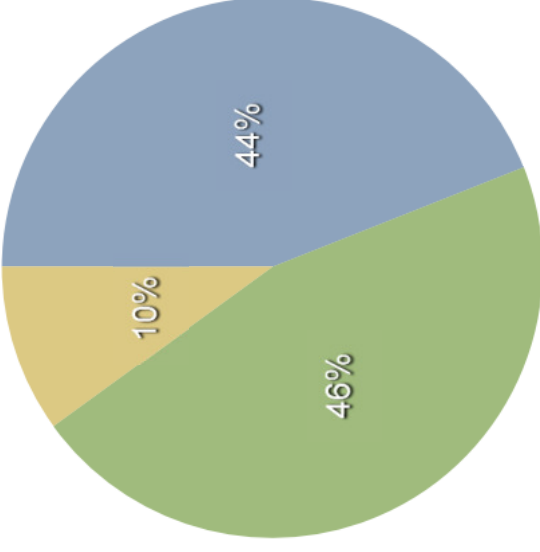
Very Likely Somewhat Likely No change



How likely are you to change practices, policies or procedures based on workshop?

Chain of Responsibility

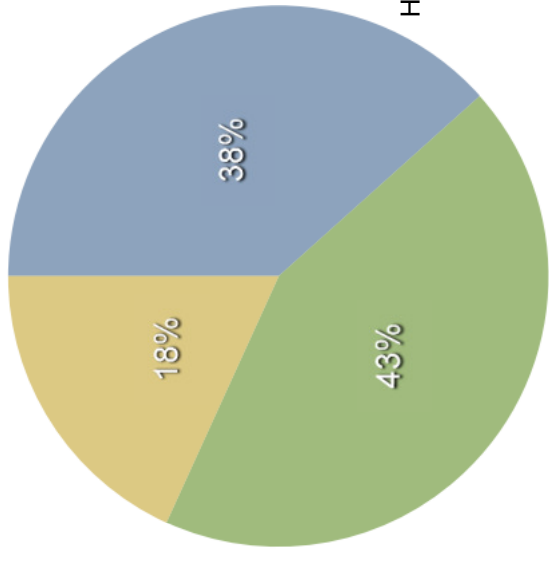
Very Likely Somewhat Likely No change



How likely are you to change practices, policies or procedures based on workshop?

Load Restraint

Very Likely Somewhat Likely No change



How likely are you to change practices, policies or procedures based on workshop?

Rollovers

Graphs: 5, 6 & 7: Likelihood of participants changing their practices, policies or procedures in response to each theme presented

In response to the presentation around Chain of Responsibility theme 53% of participants said they were very likely to change their practices, policies or procedures with a further 39% somewhat likely. This is significant response to the CoR theme and is also supported by being the 'most useful' theme. Similarly, the response to load restraint saw 44% very likely to change their practices, policies or procedures and 46% somewhat likely. Only 8% and 10% respectively suggested they would make no change. Rollovers had a slightly higher number at 18% suggesting no change and despite being reported as the least useful theme, largely as a result of previous training which had occurred, 38% of participant reported they were still very likely to change their practices, policies or procedures and 43% said they were somewhat likely to change.

The overall feedback from the sessions has been incredibly positive, both from the perspective of the relevance of the sessions content, material covered, and importantly, the manner in which it was delivered with the audience in mind. From the feedback provided there was also a consistent message that those who did attend the sessions felt it was relevant to others who had not attended such as loaders, unloaders, processors (receivers) and there was often a sense of disappointment they weren't present. (Note: the sessions were open to anyone and everyone was encouraged to attend).

The overall feedback included:

"Great session, well presented, would recommend others attend"

"Very well presented, targeted the key issues well, Not over the top. Catered for the audience well"

"Very informative and useful workshop"

"Found course very educational"

"Really appreciated the science behind the information"

"I am sure our company as a whole has gained a lot from this session"

"LR - await trials and best practice introduced"

"Sean is an excellent presenter and communicator that has taken the time to understand our industry"

"Very informative, will assist us in relaying information on to our director and employees"

"Significant amount of change already underway and reinforced why we are changing"

4. Review

Overall FLST Sessions has been very positive and the feedback has demonstrated the material presented was informative, and importantly, provided forestry participants with an improved understanding of key issues facing industry along with education on CoR. It has also had unexpected benefits which has resulted in new projects to progress research to improve safety along with greater interest and involvement in other projects as highlighted in this section.

The original agreement was to deliver 28 Sessions nationally. This estimate was based on estimated costs to deliver each session, the likelihood of sourcing industry available meeting spaces and attendance of approximately 12 – 14 at each session. Upon completion of the program a total of 24 Sessions were delivered across all forestry regions. The reduced number was as a result of the ability to deliver sessions to a larger audience than initial program design anticipated, and demand not being met for some sessions. An example of this was the original agreement included the delivery of 2 sessions in Mt Gambier, given the scale of forestry activity within the region known as the Green Triangle. However, only one session was required which included registration of over 35 participants who could be accommodated for in the one session. Because the sessions were delivered in blocks based on regions, it was difficult to predict the final budget requirements as a result of the variability of costs associated with travel, variability of meeting room/function space costs which made budgeting difficult, as a result a conservative budget approach was implemented. In addition, the significant administrative resources required for scheduling, venue allocation, promotion and attraction of participants far exceeded that which was estimated and made it challenging for a small association to deliver. As a result, any opportunity to align the sessions with other activities within regions was taken advantage of.

In a number of instances, the delivery of sessions resulted in a request to schedule additional workshops, largely driven by Forest Managers who communicated the sessions as a requirement to attend, particularly for their forestry contracting businesses. This emphasised the value that industry has placed on the sessions and the material delivered. In at least two other instances, industry stakeholders have gone on to deliver their own specific sessions tailored at their staff and contractors outside the FLST Sessions.

The delivery of sessions in Tasmania also resulted in a partnership between AFCA, Forest Managers and Contracting Business, with Engistics engaged to undertake the testing, has allowed additional research on load restraint techniques to be advanced by testing different log types, lengths with current and possible future load restraint technologies. This has fostered a greater sense of a partnership in working towards both improved understanding of load restraint with respect to logs and possible industry solutions that could result in safer outcomes and levels of compliance.

Further, industry has now embarked on a National Load Restraint Trial which is trialling the use of new load restraint equipment and technology as a solution to load restraint and compliance with the HVNL that provides industry with a workable solution. It is unlikely that the national trial would have received the industry support and associated funding had the sessions not been delivered and highlighted challenges associated with existing load restraint and concerns on meeting current performance standards.

Finally, the sessions have led to a greater level of understanding of CoR and specifics of log haulage on compliance with the law which has informed discussion on key matters which are to be addressed by industry in the development of Forestry Log Haulage Code of Practice. The sessions were delivered concurrently with national Log

Haulage Code of Practice workshops which allowed for industry wide consultation on the development of the code. There is no doubt that the sessions played an educational role on key issues which will be addressed in the code and conversations around what best practice looks like on some of the key risks.

Appendix 1

The documents are attached separately due to size include:

- FLST Full presentation: Workshops
- FLST Handout – Western Australia
- FLST Handout – All other regions.

Appendix 2

Feedback Form

Feedback Form **New South Wales / North Victoria**

Name: _____
(Optional)

Please complete the following by circling your response & provide comments where you would like to.

The information collected from these feedback forms will be used to report back to the National Heavy Vehicle Regulator on the success or otherwise of the Workshops. No individual will be identified as part of the feedback.

1. Has the workshop improved your understanding of safety responsibilities for haulage:

- a. Yes
- b. No

Comment/Reason: _____

2. Which session of the Workshop did you find MOST useful (please circle one):

- a. Chain of Responsibility
- b. Load Restraint
- c. Rollovers

Comment/Reason: _____

3. Which section of the workshop did you find LEAST useful (please circle one)

- a. Chain of Responsibility
- b. Load Restraint
- c. Rollovers

Comment/Reason: _____

3. How likely are you to change your practices, policies or procedures regarding the following based on the material presented in this workshop:

- Chain of Responsibility Very Likely - Somewhat Likely - No Change
- Load Restraint Very Likely - Somewhat Likely - No Change
- Rollovers Very Likely - Somewhat Likely - No Change

Comment/Reason: _____

4. Are there any other comments you would like to make?
