

# OP NORTHERN

## Northland Compliance Operation

17-18 April 2019



s9(2)(a)

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

## 1. SITUATION

1.1 The cartage of logs in a prominent business activity across New Zealand, and due to the nature of the operations involved, can attract a higher degree of risk when looking at compliance with both vehicle standards and work time rules. Vehicles are subject to unique stresses and conditions which can prematurely wear mechanical parts, and the nature of the working environment can encourage some operators to allow some flaunting of driving hour and rest requirements. The potential for serious and high risk crashes is high and could have far reaching implications for the local economy and driving fraternity.

s6(c)

[REDACTED]

[REDACTED]

[REDACTED]. The purpose of this operation is to test the levels of compliance amongst operators in that area, both in terms of vehicle compliance and driver compliance with work time rules. It is envisaged that all forms of heavy transport will be the subject of the operation, however the primary focus is to obtain an accurate and contemporary picture of the Northland logging transport industry. The emphasis will be on having specialist vehicle inspecting staff conduct roadside vehicle inspections (members from both the Police Commercial Vehicle Safety Team (CVST) and New Zealand Transport Agency (NZTA)) and having compliance officers from both agencies speaking with drivers and obtaining work time log book pages for later examination. Staffing will consist of Northland based CVST staff and Christchurch and Auckland based Agency staff (refer Staffing section for further details).

## 2. MISSION

2.1 To obtain an accurate picture of compliance amongst Northland logging transport operators through vehicle stops involving driver interviews and vehicle inspections.

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## 4.2 Health and Safety

- 4.2.1 The site selected should be checked for hazards before starting the operation, and where possible eliminate or minimise what is found. If this cannot be done, consideration should be given as to whether the hazard warrants continuing at the location.
- 4.2.2 Working around heavy vehicles poses a number of health and safety risks and personal safety and awareness of your surroundings must be the highest priority. Drivers of vehicles being stopped and spoken to at roadside testing sites must be instructed clearly on requirements regarding the movement of their vehicles.
- 4.2.3 High visibility clothing must be worn at all times, as well as approved safety footwear.
- 4.2.4 It must always be recognised that there is the potential for adverse reactions to enforcement staff by a minority of drivers and this should always be a consideration when involved in these operations. In such an event, withdrawal and considering follow up at a future time should be the option. If Police are present and the circumstances dictate, their tactical abilities should be called upon.
- 4.2.5 The location of all staff should always be known amongst the team. All personnel should be accounted for at the end of the days operations and in cases where any staff need to separate and conduct enquiries in relation to the operation. Staff should ensure that they use the buddy system whenever and whenever it is applicable.
- 4.2.6 In the event of any health and safety related accident or near miss, these must be reported and if serious, reported immediately to the overseeing Road Compliance Manager.

## 4.3 Media

- 4.3.1 Actions taken over recent times have resulted in considerable media attention, particularly around Semenoff Logging regulatory proceedings. It is possible that media may approach staff seeking comment around the operation or wider regulatory action involving the NZTA. Any approaches should be referred to the Agencies media team in Wellington.
- 4.3.2 Any approaches as outlined above should be reported to Kelvin Lloyd, South Island MRC.

## 4.4 Meals/Expenditure

4.4.1 Meals for Agency staff will be purchased as per normal work away from home policy, and paid for with corporate credit card.

4.4.2 Any other expenditure that has to be incurred during this operation should be referred to Kelvin Lloyd for approval.

**4.5 Accomodation**

4.5.1 Accomodation for Agency staff travelling to the Northland area has been arranged for the two nights of the operation. All staff have been accommodated at -

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# OP NORTHERN (II)

## Northland Compliance Operation

15 May 2019



s9(2)(a)

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## 1. SITUATION

1.1 The cartage of logs in a prominent business activity across New Zealand, and due to the nature of the operations involved, can attract a higher degree of risk when looking at compliance with both vehicle standards and work time rules. Vehicles are subject to unique stresses and conditions which can prematurely wear mechanical parts, and the nature of the working environment can encourage some operators to allow some flaunting of driving hour and rest requirements. The potential for serious and high risk crashes is high and could have far reaching implications for the local economy and driving fraternity.

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[REDACTED], a short road compliance operation (Operation Northland) was undertaken in the Northland area over a two-day period in mid-March 2019. The purpose of this operation was to test the levels of compliance amongst operators in that area, both in terms of vehicle compliance and driver compliance with work time rules. It was envisaged that all forms of heavy transport would be the subject of the operation, however the primary focus was to obtain an accurate and contemporary picture of the Northland logging transport industry. The emphasis was on having specialist vehicle inspecting staff conduct roadside vehicle inspections (members from both the Police Commercial Vehicle Safety Team (CVST) and New Zealand Transport Agency (NZTA)) and having compliance officers from both agencies speak with drivers and obtaining work time log book pages for later examination.

This follow up operation will be limited to a one day snap shot to assess any change to the results found from the initial Operation Northland deployment, and assess any patterns or operational changes that companies involved in the cartage of logs have taken since the Agency action, and specifically the last roadside operation.

As with the previous operation, staffing will consist of Northland based CVST staff and Christchurch based Agency staff (refer Staffing section for further details).

## 2. MISSION

2.1 To obtain an accurate picture of compliance amongst Northland logging transport operators through vehicle stops involving driver interviews and vehicle inspections.

s6(c)



## 4.2 Health and Safety

- 4.2.1 The site selected should be checked for hazards before starting the operation, and where possible eliminate or minimise what is found. If this cannot be done, consideration should be given as to whether the hazard warrants continuing at the location. The assessment and decision making around suitability will be made by Vehicle Specialist, Deane Palmer.
- 4.2.2 Working around heavy vehicles poses a number of health and safety risks and personal safety and awareness of your surroundings must be the highest priority. Drivers of vehicles being stopped and spoken to at roadside testing sites must be instructed clearly on requirements regarding the movement of their vehicles.
- 4.2.3 High visibility clothing must be worn at all times, as well as approved safety footwear.
- 4.2.4 It must always be recognised that there is the potential for adverse reactions to enforcement staff by a minority of drivers and this should always be a consideration when involved in these operations. In such an event, withdrawal and considering follow up at a future time should be the option. If Police are present and the circumstances dictate, their tactical abilities should be called upon.
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