



Meeting Agenda

Date: Wednesday 4th December 2024 10.30 am – 1.00 pm

Location: Allied Petroleum, McLaughlin's Rd, Auckland

Participants:

PITSF Attendees:

Hayden Garing (Move Logistics - Chair),
 Keith McGuire (Transporting NZ -Stand in secretariat),
 Corban McKubre (Allied),
 Greg Pert (TLL)
 Gareth Pert (TLL)
 Iain Donnelly (NPD)
 Greg Crawford (Waitomo)
 Jim Hill (Allied)
 Glen Walker (Linfox)
 Mark Allen (MFI)
 Michael Rust (Linfox)
 Mike Crandon (McFalls)
 Neil Boys (Tanker Engineering) **NSA**
 Paul Clampett (McFalls) ----- **NSA**
 Alastair Wilson (Waitomo) ---- **NSA**

On line:

Patrick Naikar (BP)
 Steve Flannagan

Steve Hunter (NZOSL)

Apologies: Dom Kalasih (Transporting New Zealand -Secretariat)

Item #	Start Time	Item	Duration	Lead
1	10.30 am	Welcome & Introductions (Read & Understand Charter) NA	5 Min	Hayden Garing
2	10.35 am	Previous meeting minutes/actions – read, discuss, and agree. Minutes discussed & Agreed Items actioned	10 Min	Hayden Garing
3	10.45 am	Incident Sharing/Learnings - McFalls – One for next meeting (Gisborne – Incident Today) Light Trailer departed from towing vehicle Collided with New Truck (Tow-ball had separated on a Two axle light trailer)	40 Mins	All

		<p>- (Steve) Scully trips and Wet probe incidents at Terminals. Seeing increases in these. No product released - Probe drops Lyttleton (4). Incorrect compartment size (Last 12 months) Concerning trend (Possible overflow). Meter overruns? Hauler/Driver error – wrong tag, Trailer / Unit. (Loose probes)</p> <p>Ian NPD – Trips attributed to no Grub Screw- Rely on “O Rings” In Australia (Fitted since 2012) Only for Earth not retaining. Possible retrofit – of Grub Screws</p> <p>O- Rings check Bi-Annually and after Vent Testing set heights. Access to Safe load pass for servicing as measurements noted. Checklist for Vent Testing – add to 2 yearly checks OK/Replace</p> <p>20 Scully Incidents 75% Driver error – probes moved 15 x Trucks return to workshop. Main issue dummy activations.</p> <p>- ACTION - Carrier /Haulers to contact Vent Testing Service providers to replace O Rings Bi-Annually – Create a standard.</p> <p>- Ian Donnelly (NPD) Safety incident Truck V Truck Mirrors Landing Creek bridge, Inangahau, West Coast. Narrow Bridge</p> <p>Narrow Bridge – NPD truck 1st on ROW – Other Truck not local was on centerline. Mirror to mirror contact + other damage. Signage required on approaches. Other driver didn’t stop, slow. Fortunately – Driver was wearing newly issued Safety Glasses.</p> <p>- ACTION - Raise at Drivers meetings – Caution on Bridges & Narrow roads 1st ROW- slow down on approach (Signage)</p> <p>Incident on Kaimai’s with an OD House load coming up – as truck heading down. Moved far left to allow light vehicle passing – overtaken by Truck & Trailer as House came through. Serious questions – raised with operator Management OD load.</p> <p>-Greg Pert – (TLL) Incident Omanawa River Bridge – Log came out of a stack, log hit the bridge and then truck windscreen. Log has come out of the pack as it was sitting freely and not tensioned down – worked its way loose during travel. Has gone to LTSC – Although a rare event – With those loads they will fit cameras to monitor the rear of the load. Note driver had stopped several times to retension load.</p> <p>- From JJ -Service station Fill Point – Staff member Tank dipping struck by car. Similar incident at Napier. Distracted Driver on phone and another who backed over a staff member. Cones won’t stop a driver but it is a barrier –</p> <p>ACTION – Follow up with drivers Face main risk area. Discuss with Specific sites where issues are prevalent.</p> <p>Greg - Push for ATG’s. Sites have ATG’s but aren’t calibrated or accurate when sites are commissioned. Constant issues over an extended period until resolved. Need to push back to Customer As becomes a hazard potential for overfill / spill. Fundamental – OFP should not kick in prior to Safe fill. ATG should be true. Train staff to report everything.</p> <p>- ACTION –If issues not resolved just red flag it – Don’t deliver – Unsatisfactory for Fill until closed out. Validation process for Driver reported faults.</p> <p>Addressing older site issues for access / fill points and VR points have a process for resolving with your teams. Signed off versus actual build not to plan. Sites may limit the times of delivery.</p>		
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		<p>Video – Camera footage Mt Manganui Farm bike No Lights, knocked the person off the bike. Someone came out picked up the person and the bike – left the scene. Also issues with Tractors and Ag gear with little to no lighting. Police advised</p> <p>Greg - Video from Linked in, Vapor's igniting on a site, older footage, shows fuel vapors igniting – truck drives away the vapors are still burning under the truck.</p> <p>Raises a good discussion point. At what point do you walk or drive away. When is it too big to handle? Had a Spill situation with people trying to help clean it up – but they are walking through the spill and spreading it so making it higher risk.</p> <p>Linfox - Australian example Raised Fill points on sites, Delivery on site multiple hoses – drains off a back compartment as he rolls the hose product falls out and self-ignites with the static charge from the product falling – Shared with the drivers. The driver was able to put out the fire – but should have done that first.</p>		
4	11.25 pm	<p>Review/Learnings from ground bolt transition</p> <p>There were some issues with the differences between when terminals were switching over, but it generally was OK.</p> <p>The morning changeover wasn't great, early afternoon was better.</p> <p>Q: In Terminals has the extra Earth been deleted-removed? For most but Z has yet to remove as it's still a potential safety system. Going through an internal assessment change process. The issue was that it still could potentially mask an Earth issue and this needs to be clarified. Note There is potential for corrosion to get behind the Ground Bolt on road tankers. Some repairers are drilling out and tapping behind the bolt to eliminate issues with the Scully.</p> <p>Also, we should apply a special grease to minimize corrosion.</p>	25 Mins	Hayden Garing
5	11.50 pm	<p>Review and update: Database of Emergency Spill Recovery Trailers (then update on PITSF website)</p> <p>Updated & checked – Circulate to members –</p> <p>List to finish being updated with the last trailers & contacts</p> <p>Trailers are checked every 2 months. Replenish when finished</p> <p>ACTION – Finalize updates Locations, contacts. Usage requests</p> <p>Share with FERNZ and Civil Defense. Post to website.</p>	15 mins	Hayden Garing
6	12.05 pm	<p>Overfill Probe Setting Form:</p> <p>Review and agree what documentation is used. If this form is filled out between the SLP cycle how is that matched to the SLP (agree what is put on PITSF website)</p> <p>Please include required checks - Create Safe Load Pass</p> <p>Normally done at Build- Refer back to that document, unless it needs adjustment to Safe Fill level (Variance to build)</p> <p>Terminals will take the Probe Docs when applying for Tags with SLP verified. Are References still correct & up to date?</p> <p>Tank wagon trailers have changed – who to contact?</p> <p>WorkSafe Contact George Hewitt – Details to be provided by next meeting.</p> <p>HWR are heading down the Hydrogen path. Can Hydrogen be fitted to the Tractor unit.</p>	20 mins	Hayden Garing (Mark & Neil)

		<p>Send out Dom's Updates on Aust DG.</p> <p>Have Australia adopted the bottom Discharge exhaust, Scania, DAF & MAN. Match exhaust and Engine design & Specs.</p> <p>Design approval Docs / Certs for Tractor Units from Dec 2019.</p> <p>Follow up to ensure this is closed out.</p> <p>Driver errors – incorrect Tags for units or Driver input errors</p>		
7	12.25 pm	<p>Review Safe Load Pass</p> <p>Follow up with Exhaust systems and the Design for Tractors Interested to see how this aligns with new Australian Standards</p> <p>Australia SLP forms are very good and well laid out prompts rather than a checklist. Single forms for units</p> <p>Greg Pert advised they are part of Bulk Tank Association can access forms have a look at – Potentially complimentary.</p> <p>Didn't progress this at the time – Look at this as a project.</p>	20 mins	Hayden Garing (Mark and Neil)
8	12.45 pm	<p>Any Other Business</p> <p>Dom's update – Actions</p> <p>WorkSafe Primary DG contact now George Hewitt</p> <p>Australian DG Code – Reached out to Debra Kerr. Look to leverage off their work where suitable.</p> <p>We take the ADG code and create Standards that are renewed every 2 years – NZ Code method to attain compliance with the Regulations – Difficulty in adopting Aust DG Code is if it then conflicts with the NZ Regulations.</p> <p>Could take parts where suitable. Keep a watching brief</p> <p>Difficulty is in trying to change Regulations. Although it is easier to change and amend Rules – So maybe adopt as Rules.</p> <p>Many sections are almost verbatim to the Australian Code</p> <p>Signed letter from WorkSafe advising it meets the Regulations</p> <p>Action – PITSF members to define what requires amendment with current ACOP - Put this out for review & feedback</p> <p>Greg Pert TLL Salvage operation. Heavy Haulage operator towed B Train – Greg Cox – Summary – Circulate details</p> <p>Cox Heavy Salvage Ph 021 243 9003 coxy.greg@gmail.com</p> <p>Rather than decanting they can tow to Site unload Lower NI</p> <p>Used previously has 3 units based out of Palmerston & Partner with Ace Towing Can access pilots and are very good operators</p> <p>These are specifically built and designed to take the Weight.</p> <p>Worked hard with NZTA to get the units approved.</p> <p>Also - Ace Towing Che Bartle Ph 027 279 3168 che@aceheavyhaulage.co.nz</p>	10 Mins	All
9	12.55 pm	<p>Confirm next meeting date/time/location?</p> <p>Wednesday 12 February 2025 – Move- Mt Manganui</p>	5 Mins	All
10	1.00 pm	Meeting Close 12:25		



CHARTER

The Petroleum Industry Transport Safety Forum (PITSF) agree to meet to discuss general cross industry transport and safety matters within the boundaries set by the Commerce Act 1986.

PITSF Members are cognizant of the Commerce Act 1986 and its implications and agree to adhere to the following statements.

- Avoid making arrangements on pricing, markets or other matters of competitive significance. Even inadvertent sharing of price or strategic information could result in anti-competitive conduct.
- Avoid any behavior which will limit the ability of a company's competitors to compete or will result in competition being restricted within a market.
- Avoid any behavior which will fix or control the price of goods or services.

As company representatives, it is the responsibility of each forum member to voice any concerns during a conversation that they feel the content breaches the above.

The conversation will stop, and the concern raised.

If it is agreed there is a possible breach or that the conversation is leading in a direction which may eventuate in a possible breach, then the speaker will either rephrase or stop any further conversation on that matter.

Each company representative has the right to leave the room if he/she is uncomfortable and return post the discussion.