



Minutes

Date: Wednesday 15th May 2024 11 am – 1.00 pm

Location: McFalls, 14 Hocking St, Mount Maunganui

Participants:

PITSF Attendees:

Hayden Garing (MOVE - Chair), Simon Graham (MOVE),
 Mike Crandon (McFalls), Paul Clampett (McFalls), Stephen Fraser (McFalls)
 Greg Crawford (Waitomo),
 Mick Pullar (Tranzliquid)
 Iain Donnelly (NPD),
 Mark Allen (MFI),
 Neil Boys (Tanker Engineering),
 Glen Walker (Linfox), Michael Rust (Linfox),
 Corban McKubre (Allied Petroleum)
 Robert Hilliam (WOSL), Greg Kim (WOSL)
 Dom Kalasih (Transporting New Zealand -Secretariat)

On line: Justin Johnston (Z), Paul Vowell (Mobil), Steve Hunter (NZOSL)

Apologies:

Gareth Pert (Tranzliquid), Greg Pert (Tranzliquid),

Guests:

Denis O'Donoghue (FENZ)
 Scott Richardson (Police CVST); Lex Soepnel (Police CVST)

Participant Changes: N/A.

Item #	Item	Lead
1	Welcome & Introductions (Read & Understand Charter)	Hayden Garing
2	Previous meeting minutes/actions – read, discuss and agree.	Hayden Garing
3	Update on ground bolt verification project: The project (deadline date) was moved to 30 Sept 2024.	Justin Johnston

	<p>Mobil are developing a response on the status of its terminals</p> <p>Concern was raised that not all terminals have been upgraded and as a consequence McFalls and Linfox tankers have experienced issues being able to load at some terminals but not others. McFalls can load at WOSL (Whangarei and Auckland) but cannot load at NZOSL MTM). Trucks are being rewired with a loop so they can load at the terminals they frequent.</p> <p>Steve Hunter explained nothing has been changed at NZOSL. Bay 2 Napier requires significant investment as the controller needs upgrade. However, despite no changes having been made it appears some tanker can load from Bay 1 at Napier. Steve will check status at NZOSL terminals and advise PITSF of its plans.</p> <p>WOSL feedback (Robert Hilliam) confirmed that subject to all shareholders approving, both Wiri and MPT can be modified to accommodate the new ground bolt tank wagon requirement. However, this is subject to shareholder approval, approved MoC, advanced haulier notification via Shareholders, risk assessment and agreed implementation plan.</p> <p>Learning/insight: it appears if major changes like this are to implemented again. a much more rigorous Management of Change; better communication; and planning approach, across industry (oil companies; terminals, road tanker service providers and road transport operators) would lead to a smooth transition</p>	
4	<p>FENZ presentation</p> <p>The introduction of HSWA and particularly the responsibilities of PCBUs has added obligations on FENZ.</p> <p>FENZ is not a regulator but it is consulted on emergency response plans for Major Hazard Facilities. If a site is declared as an "Emergency" then FENZ becomes responsible and has additional authority including handing back the site once it has deemed it as "safe".</p> <p>At on-road incidents FENZ has some concerns with the decanting process, and suggests it would like to see those service providers (cold drilling and product transfer at emergency site) be accredited</p> <p>The new foam to prevent fire s not as user friendly as the previous product and it is harder to spread and cover the spilt product.</p> <p>On the issue of service provider accreditation Dom suggested that FENZ should accept that if road</p>	Denis O'Donoghue

	<p>transport operators have called in a service provider for decanting product then FENZ should accept that the road transport provider is using a party that has the appropriate expertise to complete the task safely.</p> <p>As an interim step, carriers can identify their providers of these services (refer Action 6 below)</p>	
5	<p>Police CVST presentation</p> <p>Scott: The rollout of the new Vehicle Safety Centres is continuing to plan. Police will need to consider manning resource.</p> <p>Heavy vehicle Death and Serious Injury (DSI) crashes have dipped below 1989 statistics which is pleasing given higher exposure rates. CVST undertaken 50,000 inspections /year and the new Safety Centres will enable those inspection to be better targeted to higher risk (poorer complying) operators. Dangerous goods industry is generally performing well. The recent rollover in Levin was the first major incident he was aware of in the last 18 months or so. Roll out of Roller Brake Machines is continuing over the next 6 to 12 months Police are increasingly focused on better using industry intelligence to carry out its duties. Typically about 84% of trucks passing through a Safety Centre drive away with no issues, about 2% have serious issues and are held over (pink stickered) Most common issues are with lighting and brakes.</p> <p>Lex: Seeing what appear to be an increasing trend of unpaid RUC. Lighting is the biggest issue of non-compliance (lights not working). Trucks screened for brake issues using heat guns are directed for further testing on RBM. 60% of those trucks screened will typically fail brake testing. Test results may differ from CoF inspection results because the load characteristics may differ. CoF inspection is laden testing whereas Safety Centre brakes testing is done with the actual on-road loading conditions at the time of travel.</p>	<p>Scott Richardson</p> <p>Lex Soepnel</p>
6	<p>Incident sharing</p> <p>MOVE had recent rollover south of Levin. Driver was uninjured. Hyane will share more in due course.</p>	<p>Hayden Garing</p>

7	Any Other Business No other business	
8	Next meeting: Wednesday 14 th August 2024 at Linfox Auckland 10.30 am to 12.30 pm	
9	Meeting closed at 1 p.m.	
	ACTIONS arising from 15 May 2024 meeting	
1	Dom to setup meeting between HG/PV/JM/JJ/DK/GP to discuss next steps and resource availability to move to next steps. Need to establish terminal buy in, and invite other players in the fuel industry to participate (Action carried over from previous meeting)	
2	Mark to send info to Dom for TNZ website, and Dom to add in non-paywalled area, and also add LFIs (Action carried over from previous meeting)	
3	Identify WorkSafe contact (Kim Comben replacement). WorkSafe advised on 21 May that George Hewitt will be PITSF contact	Dom Closed 21 May
4	Dom to Invite Terminal operators (WOSL and NZOSL) to have collaborative discussion on risk management and sanctions (Action carried over from previous meeting)	
5	Dom to resend CTI email (Neil Boys findings/info) of 1 March	Done 21 May
6	Steve Hunter to investigate and update NZOSL position on ground bolt verification upgrade.	
7	Carriers to advise Dom of their respective third party emergency response providers (for pump outs/transfers) Dom to then pass on to Dennis (FENZ)	