

### Mobile phone detection cameras



Mobile phone detection cameras, including fixed and transportable cameras, target drivers and riders illegally using a mobile phone across NSW anywhere, anytime.

The system operates day and night and in all weather conditions, using high-definition cameras to capture images of the front-row cabin space of all vehicles to detect illegal mobile phone use.

The cameras use artificial intelligence to automatically review images, detect offending drivers, and exclude images of non-offending drivers from further action. Images that the automated system considers likely to contain a driver illegally using a mobile phone are verified by authorised personnel.

As with other road safety camera programs in NSW, strict controls are in place to ensure images captured by the system are securely stored and managed.

From 1 March 2020 mobile phone detection cameras will be enforcing illegal use of mobile phones while driving or riding. The penalty for offending drivers is five demerit points and a \$344 fine (\$457 in a school zone). The penalty increases to 10 demerit points during double-demerit periods.

NSW Police continue to enforce illegal mobile phone use and issue infringements as part of regular operations.

Why? - being distracted increases your chances of having a crash. It slows down your reaction times and puts you in danger of failing to see hazards such as traffic lights, stop signs or other road users, including pedestrians and bicycle riders. Avoid the temptation of using your mobile phone illegally while driving:

- Use a mobile phone cradle fitted in your vehicle
- Get Bluetooth set up or installed in your vehicle
- Get a passenger to answer your messages/calls
- Put your phone on silent
- Activate the 'Do not disturb while driving' function on your phone (e.g. Apple iOS or Android)
- Tell others not to call or text you when you're driving
- Divert your calls to voicemail
- Pull over when and where it's safe and legal to do so

For more information visit: <https://roadsafety.transport.nsw.gov.au/stayingsafe/mobilephones/know-the-rules.html>

**A road safety message from Transport for NSW User Safety Officer Trish Suckling. Email: [Trisha.Suckling@transport.nsw.gov.au](mailto:Trisha.Suckling@transport.nsw.gov.au)**

### Driver of the Season Stephen Rosin



**Background** I am an owner/operator truck driver and cart softwood logs for my brother Paul at Rosin Developments. I have been in the timber industry since I left school and have 30 years' experience in logging and driving trucks in the region. My father started in the timber business and now as well as Paul, my other brother Peter and my sister Simone, are also involved. Since the fires, I have been salvaging timber in the Tumut area and will probably be at it for another 12 to 18 months.

**Issues** There are lots of vehicles around doing the salvage work that are not from the area, so there is a need for further precautions because these people are not familiar with the roads.

**EBS** Electronic Braking Systems (EBS) is a great thing. I got it fitted to my truck about three or four years ago. It is standard for all new trucks and trailers. It makes you focus more on your driving, for example, if you go through a tight corner too quickly the brakes would come on automatically. It is particularly good for people who are not familiar with our area or inexperienced.

**Safety** When it comes to safety the biggest thing is to get a good sleep. Your after-hour habits are the most critical thing in this job. I make sure I get a good night's sleep and stay fit. People, these days, are certainly more conscious about their health. My thing is if I am tired - I will stay in bed longer and drop a load rather than put myself at risk. As you get older you realise that being safe is the most important thing. If I miss \$300 as opposed to having a truck on its side - it is a pretty easy choice to make. Rosin Developments are great to work with - they schedule loads appropriately, so you don't get fatigued, and they don't push you. The company takes safety very seriously. Our accident rate in the past 10 years is virtually zero.

For further information please contact (02) 6981 4819 or go to the FIC web site: [www.forestindustrycouncil.com.au](http://www.forestindustrycouncil.com.au)



## FIC's fire recovery meeting

**T**hirty-eight people attended a FIC meeting focussing on fire recovery held at TAFE NSW's Tumut campus on Friday 13 March.

The meeting was attended by forest growers, contractors and processors, Snowy Valleys Council, Australian Forest Contractors Association and other affected parties.

Detailed reports were given by numerous organisations including Forestry Corporation, Hume Forests, HVP Plantations, AKD Softwoods, Hyne Timber and Visy.

HCL reported two forwarders lost in Bago State Forest; Rosin Developments reported two machines lost on New Year's Eve at Long Point; R&V Bergin lost nine machines in hardwood operations and Shanbe Logging lost one set of machines on New Year's Eve.

About 30 per cent of Forestry Corporation's softwood plantations and the majority of native timber in Bago, Maragle and Woomargama State Forests was affected by fire. Approximately 6000 hectares of HPV Plantations in north-east Victoria was impacted by fire, which equates to 21 per cent of Shelley, and 13 per cent of its total northern region plantations estate. Hume Forests suffered approximately 8000 hectares of damage to its plantations.

Visy's Forest Operations Manager Rodney Anderson said Visy had a reasonable stockpile prior to the fire. He said the mill turned off for 48 hours as fire was approaching the mill.

There were some manning level issues, power supply issues and stocks, so the decision was made to shut down the mill. Current issues are around removing all carbon from logs and hence chip, target is to take 70 per cent burnt wood and currently working well.

Stacey Gardiner said Australian Forest Contractors Association estimated \$10 -15 million in lost income from contractors between October and mid January and 40 pieces of equipment with a value of \$25 - 27 million.



AFCA is working with other industry associations and stakeholders, collecting a lot of information on what is actually happening and impact. The organisation is working to ensure government at the national and state level have a sound understanding of the impact and how they can help.

FIC chair Theresa Lonergan, Forestry Corporation's Dean Anderson and FIC deputy chair Liz Austen at the FIC meeting.

## Toolbox Tips

### Electronic braking systems

**D**irector of Rosin Developments, Paul Rosin, reports that to be compliant to the new level of haulage model - the introduction of Electronic Braking Systems (EBS) has had substantial advantages in regard to performance, reporting and safety.

All of our fleet have been fitted - 13 trucks including subcontractors who have had to comply. It has been a substantial investment, but a good one.

We started fitting 18 months ago and also bought four new trailers that were fitted with EBS. All of our trucks are run with disc brakes - EBS runs more efficiently with disc as opposed to drum brakes.

The system has a portal so you can document all events such as a truck tipping over. It will also show levels of seriousness of the event (incident) - moderate or severe.

It gives contractors the ability to interact with drivers and understand what has happened and how to prevent it. It is a very good training tool.

If a truck with EBS goes into a corner with excessive speed the system will automatically reduce the speed and record the event.

In the early days, some drivers might have thought it was faulty - but the system showed they needed to wash off two or three kilometres and the problem would go away.

We now understand that the system is more conservative than the drivers, and meets a growing need for improved safety measures in the industry to reduce risk.

To date, the system has not stopped a major event such as a roll over, but it has indicated speed problems and other safety issues which can be addressed.

Trucks are satellite tracked and cross referenced with EBS, so we can now pick out an event and scrutinise it much more accurately as opposed to just chatting to the driver.

I originally thought it was an extra cost, but I now feel much more confident of the fleet's safety. EBS like central tyre inflation, automatic self-tensioning straps, and satellite tracking are all making our industry safer.

And from a driver's perspective - there is supporting evidence if he is doing the right thing.