



THE WOODFLOW REVIEW



EMPLOYEE ANNIVERSARIES

JULY

20 YEARS - VERNON MANSELL
 14 YEARS - STEVE KLEMM
 13 YEARS - DEAN HARRIP
 10 YEARS - TOM PARSONS
 7 YEARS - JAKE KLEMM
 7 YEARS - JOHN TAYLOR
 5 YEARS - MATT CROOK

SEPTEMBER

14 YEARS - BRIAN DEVEREUX
 12 YEARS - STEVE MCCANN
 8 YEARS - BEN NEWTON



REDDOGS WORKSHOP WRAPUP



As we finish the second quarter of the year we move into winter and didn't it start with a bang! 50mm of rain in two days is trying for most ground conditions, as was evident in our blue gum operations and pine also.

Winter brings along with it a whole different set of challenges, not just environmental concerns but it is also the most challenging weather to get motivated whilst wet and muddy. It's the time we must help each other through and keep the mood positive and enjoy the wood fire and roast lamb on a Sunday evening.



In mid March we received the very first production 2510H John Deere forwarder in the world which has been a long coming. The need for a bigger capacity forwarder in our clear fell operations has been on our wish list for 9 years and it hasn't disappointed thus far. The H series concept has brought with it many advantages in not only performance and productivity but also operator comfort and smoother operation in the crane and also the travelling in the forest. So far Vernon is very happy with the machine and we are happy with the production results.





REDDOGS WORKSHOP WRAPUP

2

Off the back of having both the first 1270H in Australia and the first 2510H in the world we were asked to host a John Deere "H" demonstration day which was held on May 15th in the Timberlands estate Near Penola. The day was a great success with 85 contractors, operators, Industry and John Deere staff attend two separate sites, one clear fell and one thinnings operation. The feed back we received was positive from all aspects which was pleasing and a big thanks goes to all our staff who helped facilitate such a smoothly ran event. The day was capped off with a dinner and presentation at long time family friends "Raidis Estate" which is a great facility for such an event of this size.



The workshop has been working really well from many aspects, the guys have been punching out a lot of machines, trucks and services over the last 3 months. Harley, Cameron and Crooky are doing a fantastic job of working with the guys at both workshops and keeping the guys positive during the colder, wetter part of the year. The planning is going from strength to strength and is pivotal with the scope of operations we have going at any one time. Ideally our maintenance schedule would be just that, planned maintenance not unplanned stoppages. In our game there is always something that pops up unexpectedly but with good maintenance systems these can be minimized to ensure healthy availability from our equipment.

We have started our performance reviews with the workshop guys hopefully we have them finished soon, it's a very beneficial process but time intensive to do them properly. So far the feedback has been both practical and positive and ultimately purposeful.

On a separate note we have two new Fathers in the squad with Stephan Ryan having a Baby girl earlier this month and William Clayfield also having a Baby girl over the weekend. Safe to say both are beaming with pride which is great to see and we wish them all the hapiness and good health they deserve.

With the bombers in real strife and the eagles having a long year I have now turned my focus to the Socceroos! Toot toot I am on the Train!

Stay safe and Log On,
Reddog



HOGGYS HAULAGE HEADLINES

Middle of the year already, unbelievable... It's cold, everyone is just going through the motions this time of the year which is understandable. But the show must go on and that we will! Our first half of 26 has been one of a strange battle, hot after Christmas, fire ban city, boats delayed due to loooooooooonnnngggggg swell, (different yes). Mills full then diesel goes off the radar, and everyone is under pressure.

The show must still go on. Communications between the forest managers and us, has been handled well and decisions made to keep the wheels turning agreed. Never a dull moment in forestry but bloody hell the last 6 years has had some prickles on it 😊

Mill closures are upon us, Timberlink down for 8 days, WTS having a week off and SE Pine also having a slowdown for a week. We will pepper a bit of export to Portland and keep the bubble gum sliding into SWF whilst the pine sawmills have some maintenance done but this will give some staff some much needed rest or some lighter hours to reset the body.

OVERLOADS – The wet weather and ground conditions have certainly tested us lately, but we also need to make sure as drivers or loaders, we double, even triple check the scales before the timber leaves the forest. The mechanics have been on song fixing anything that is thrown at them to maintain the high-quality weigh systems we use are in good working order. Please if you have trouble as a driver with weights, or scale inconsistencies, sing out and follow our procedures to make sure we are in line with our expectations and standards. NO one is ever in trouble, just “report and sort” so we can rectify any issue to maintain our good record.

TRUCKS – love em, but we recently sold 2 units that have served us well and they are destined for Melbourne and who knows where and what they will be doing. We have a new one sneaking up on us that will be another addition to our A DOUBLE fleet which is exciting!

Blue Gum has been very interesting of late, plenty of wood to move just some tricky roading issues due to the rain etc. making it very slippery and hairy here and there for the trucks. Reporting on roading has been top notch and very proud of the drivers getting the job done seamlessly. Hopefully we can get back into Kidman's and rescue the last 2000t out of the paddock sooner than later...

We have been lucky enough to be awarded some new work in the new year for GTFP. This will consist of harvest and haul which suits our business very well. 190k of a mixture of T1, T2 and T3 operations, very exciting times ahead and we are looking forward to the new opportunity. First time working with GTFP and we are excited to build a good working relationship moving forward.

NHVR laws are always up for discussion but I've late, there is some reshaping of the modules and what's expected moving forward. I've been lucky enough, (also Kessah) to have some hands-on workshops of late to understand the changes. For me, it's just remoulding what they already have and making it easier for the owner or operators to be honest. Move with the changes, don't get stuck in first gear I say!!!

Anyway, time does fly, especially when your moving lumber, so stay safe and LOG ON.



Hope everyone has got the redgum stacked away and the port at the ready as we launch into another South-East winter. Not having much luck with my football sides and the races are into their quiet period so not much else to report really.

There are now two H series green-machines running around in the bush with Bomber on the 1270H and Ernie on the big 2510H. There are some substantial changes to the user interface with the new model, but the boys have taken to them with minimal hassles. The H day was a great success and it's always good to catch up with different industry reps – I couldn't make the Raidis show on the night due to coaching commitments, but by all reports it was a ripper in true Merrett Logging fashion.

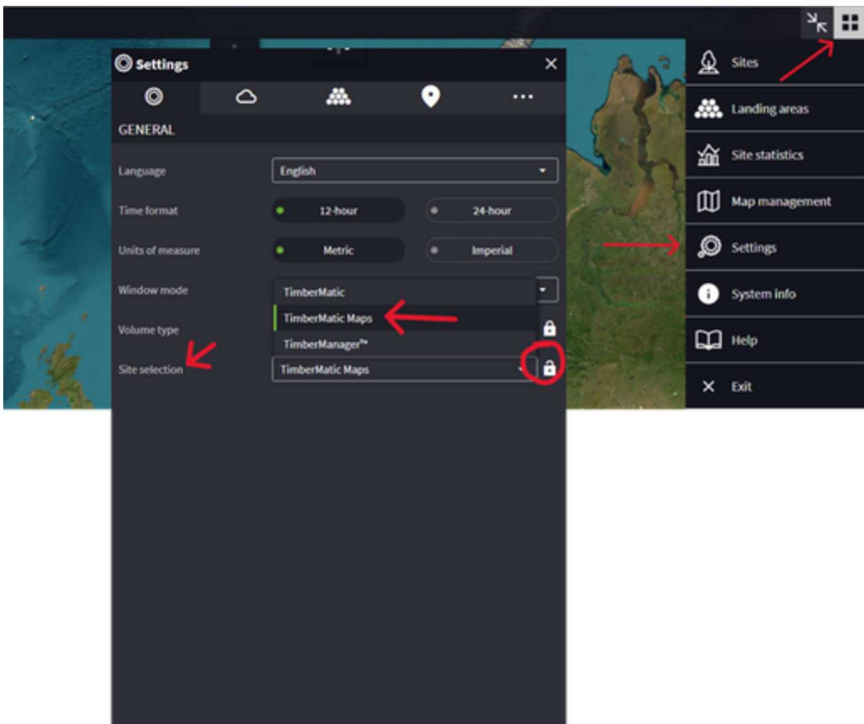
We've now got remote access set-up to use in nearly all of the John Deere machines. I know this has been on Johns wish list for a little while so it's good to finally see it being put to use. It should be pretty beneficial for mechanics and management alike and potentially save a lot of travel to jobs.

There has been a real uptick in the number of guys utilizing the Timbermatic mapping software platform, eliminating the need to be running around passing out flash-drives etc – One issue that has arisen on a few occasions is an incorrect setting being switched on which doesn't allow the change over of sites. I'll drop some screen-shots below, but always ensure that the site-selection within the settings page is set to Timbermatic Maps, not Timbermatic. If it's not, Click the padlock icon to enable you to make the change.

If you ever get stuck or have any questions, give me a call and we can take a look. There are also the help-guides available on Site-Docs for a range of different functions within the machine interface. A shout-out to various crew members as well for helping point guys in the right direction should they need, top darts.

Keep up the good work and stay kind to each other as we head into the cold, dark days of winter.

Log on.





TOMS TWO BOB

Maintaining Standards Through Winter

As we reach the middle of the year and move into the colder, wetter months, it is a good time to remind ourselves of the importance of maintaining the high standards that we set for our operations every day. While winter conditions can make our jobs more challenging, it is important that we do not allow those challenges to impact the quality of our work, our safety standards, or our attention to detail.

Firstly, thank you to everyone who continues to perform at a high standard when it comes to keeping our sites clean, tidy, and well organised. The effort that crews are putting into maintaining site presentation and reporting roading issues has not gone unnoticed. This is a direct reflection of the pride our crews take in their work and the professionalism that is displayed across our operations.

The site audits being completed have also produced overwhelmingly positive results. These audits provide an opportunity to identify areas for improvement, but they also highlight the many things that are being done well. The positive outcomes we continue to see are a credit to everyone involved.

Looking After Yourself This Winter

Winter can be a demanding time of year, both physically and mentally. Shorter days, colder temperatures, wet weather, and challenging working conditions can all take their toll over time. Looking after yourself is just as important as looking after your equipment and worksite.

Make sure you are getting adequate rest and sleep, particularly if you are working long hours or travelling significant distances. Fatigue can creep up on us during winter, especially when the weather is gloomy and daylight hours are limited.

It's also important to keep an eye on your mates and work colleagues. Sometimes a simple conversation can make a big difference. If you're feeling run down, stressed, or struggling with the demands of work and home life, don't hesitate to reach out for support. Looking after ourselves and each other helps ensure everyone returns home safely at the end of each day.

Part of maintaining our standards is ensuring that our processes and documentation are completed consistently. Our forwarder drivers play an important role in this by completing the Block Completion Form (F5A) as blocks are completed within harvest sites. These forms act as a checklist for many of the tasks that are already being carried out and help formalise the process while providing a useful reminder that nothing has been overlooked before leaving a site.

Thank you to everyone who is already completing these forms and contributing to the continued improvement of our systems. The information captured assists with quality assurance and helps ensure that sites are left in the best possible condition for our clients and landowners.

As we move through the remainder of winter, let's continue to focus on safety, quality, housekeeping, and supporting one another. The positive feedback received through audits and site visits demonstrates what can be achieved when everyone is committed to doing things the right way. Thank you for your continued hard work and commitment to maintaining the high standards that make our operations successful.

KESSAHS COMPLIANCE

6

Looking After Ourselves and Our Industry

In May, we took part in the Healthy Heads in Trucks & Sheds R U OK? Day, inviting our drivers and mechanics to join us in either Penola or Mount Gambier for a pulled pork roll and a catch-up.

The event provided an opportunity to connect with colleagues, have a chat, and check in on one another. We often underestimate the value of a simple conversation with a workmate and the positive impact it can have on both ourselves and others. Remember, you don't need a special occasion to ask someone, "R U OK?" Any day is a good day to start the conversation.



Driver Performance Reporting

We have recently increased the reporting of driver statistics, with each driver now receiving an individual monthly report. These reports include:

- Number of loads completed
- Average load mass
- Distraction events
- Pre-start inspection history
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We're interested in hearing your feedback. Are there other statistics you would find useful, such as idle time, harsh braking events, or fuel efficiency? While these figures don't tell the whole story, they can provide valuable insights and help drivers track their performance over time.

Fuel – A Hot Topic

Fuel has been a major focus recently, from rising costs and supply challenges to discussions around fuel savings and carbon emissions. As an industry, we rely heavily on fuel to keep our operations moving, but that doesn't mean we can't look for ways to reduce consumption and improve efficiency

The question is: what can each of us do to help?



KESSAHS COMPLIANCE

7

Three Simple Ways Log Truck Drivers Can Save Fuel

With fuel costs continuing to impact operating expenses, even small improvements in driving habits can add up to significant savings over the course of a year. Here are three practical tips that can help log truck drivers improve fuel efficiency while maintaining safe and productive operations.

1. Reduce Unnecessary Idling

A heavy-duty diesel engine can burn a surprising amount of fuel while sitting still. Whenever safe and practical, shut down the engine during extended loading, unloading, or waiting periods. Reducing idle time not only saves fuel but can also decrease engine wear and maintenance costs.

2. Maintain Steady Speeds

Frequent acceleration and hard braking consume more fuel than smooth, consistent driving. Anticipating traffic conditions, maintaining safe following distances, and using momentum effectively can improve fuel economy. On long highway stretches, keeping a steady speed helps the engine operate more efficiently.

3. Check Tyre Pressure Regularly

Underinflated tyres create additional rolling resistance, forcing the engine to work harder and burn more fuel. Make tire inspections part of your routine pre-trip checks. Properly inflated tires can improve fuel efficiency, enhance handling, and extend tire life.

Small Changes, Big Results

Fuel savings often come from a combination of small daily habits rather than one major change. By reducing idling, driving smoothly, and keeping tires properly inflated, log truck operators can lower fuel costs and improve overall fleet performance.





KEVS SAFETY SUMMARY

8

Winter has certainly arrived across the Green Triangle, bringing plenty of wet weather and challenging operating conditions with it. Despite the conditions, our drivers, operators and mechanics have continued to adapt, make good decisions and get the job done safely.

As always, changing weather and site conditions bring additional risks, particularly across harvest and haulage operations. It has been pleasing to see the way our crews have adjusted to these challenges while maintaining a strong focus on safety and looking out for one another.

The past quarter has also provided several opportunities to continue building our safety culture through training, wellbeing initiatives, industry engagement and continuous improvement activities.

Mental health and wellbeing remained an important focus, with our participation in the R U OK? Healthy Heads in Trucks & Sheds initiative. These type of programs provided valuable opportunities to encourage conversations around mental health, reinforce the importance of checking in on our mates and remind everyone that support is available when it is needed. Creating a workplace where people feel comfortable speaking up and seeking help is an important part of keeping our workforce healthy, safe and connected.

We also participated in the Vehicle Technology Safety Co-Design Workshop facilitated by CQUniversity. The workshop brought together industry representatives, researchers and operators to explore emerging technologies and practical solutions aimed at improving heavy vehicle safety outcomes. It was encouraging to be involved in discussions focused on the future of transport safety and the opportunities available to reduce risk through innovation and collaboration.

Industry engagement continued throughout the quarter with the OFO AFPA Tour visiting one of our operations. These visits provide valuable opportunities to showcase the professionalism of our workforce, share knowledge and demonstrate the high standards that exist across our harvest, haulage and maintenance operations.

One of the highlights of the quarter was hosting the John Deere H Day, which attracted more than 80 industry representatives from across the forestry sector. The event provided an excellent opportunity to showcase both emerging technology and the professionalism of our crews and operations.

Attendees visited one of our Timberlands CF harvesting sites to see the new John Deere 2510 forwarder operating in a production environment before travelling to a thinning operation to view the new John Deere 1270H harvester in action. The day generated significant interest in the capabilities of the latest equipment and facilitated valuable discussions around safety, productivity, innovation and the future of forestry operations.

The success of the event was a credit to everyone involved in its planning and delivery. Thank you to the operators, John Deere, Brandt and support staff who helped present our business to such a large audience and demonstrated the high standards for which Merrett Logging is recognised.

Another significant achievement this quarter was attaining full marks in our One Safe Audit. This outstanding result reflects the commitment shown by our people every day and demonstrates the effectiveness of the systems, processes and behaviours that have been embedded across the business. While this achievement is certainly worth celebrating, it also reinforces the value of maintaining our focus on continuous improvement.



KEVS SAFETY SUMMARY

9

Training and capability development have remained a priority throughout the quarter. Our crews and workshop personnel successfully completed First Aid training, strengthening our emergency response capability across harvest, haulage and maintenance operations. Maintaining these skills is critical in ensuring that we are prepared to respond effectively should an incident occur.

Another important area of focus this quarter has been workforce capability and competency development. Work is currently underway to develop structured training and assessment plans for harvester operators, forwarder operators and truck drivers. The objective is to provide clear development pathways, support skills growth and ensure competency is consistently assessed and maintained across our operations.

These training frameworks will help strengthen operational capability while ensuring that our people have the knowledge, skills and confidence to perform their roles safely and effectively. Investing in competency development is a key part of managing risk and supporting long-term success.

Worker engagement and safety reporting have remained strong throughout the quarter, with 138 reports submitted across the business, comprising 44 reports in April, 43 in May and 51 in June. These reports provide valuable opportunities to identify hazards, address issues before incidents occur and share lessons across our operations.

The willingness of our people to actively participate in reporting and safety conversations is a key contributor to the strong safety culture recognised through our recent full-mark result in the One Safe Audit. Importantly, these reports demonstrate that our workforce remains engaged, observant and committed to looking after themselves and their workmates.

Looking back on the quarter, there have been plenty of positives. Achieving full marks in the One Safe Audit, continuing to invest in training and competency development, supporting mental health initiatives and maintaining strong engagement through safety reporting are all examples of the commitment our people show every day.

Safety is not about audits, paperwork or statistics alone. It is about making good decisions, managing risks, looking after our mates and making sure everyone goes home safely at the end of the day.

Thank you to everyone who has contributed throughout the quarter. Whether you have submitted a report, attended training, participated in a safety discussion or simply taken the time to address a hazard before it became a problem, your efforts make a difference.

As we continue through winter, please remain vigilant, follow the controls that are in place and don't be afraid to speak up if something doesn't look right.

Stay safe.



LOUIS' LOGGING LOWDOWN

10

We've hit the midpoint in the year in lightning speed, with us right in the middle of a wet winter. I really appreciate anyone & everyone who has helped me find my feet in the last 6 months – the logging game is certainly a big beast with plenty of moving parts, but I have thoroughly enjoyed it so far & the crew has been a big reason for that.

A huge congratulations to my next-door neighbour Widda, who has just become a dad, and his partner, Tara - No doubt you'll both be fantastic parents. (It would have been handy to have a young fella that could run around this Saturday in the blue & white @ 2:30pm, but a netball dress it is!).

A fairly challenging few months in terms of the Bluegum side of things, with jobs chopping & changing late, weather causing its fair share of issues getting trucks in and out, and obviously the drop bear population.

Kidman > Skinner/Gum View

Jase and the crew had their fair share of battles over at Kidman, about 10 minutes down the road, heading towards Millicent. Fairly large-sized trees and two blocks tackle but long pulling, lack of gravel roading and high voltage powerlines kept the boys on their toes. Due to the water lying around, we had to pull out early and move to the next job with still a fair bit of wood, roughly 2,000t on the break, to grab later – just can't get trucks in and out without headaches.

Skinner/Gum View in Maaoupe is our current home with a lot smaller trees, but existing roading to make things a bit easier. Split into two blocks, the back section may be too wet to access at this stage, with a swamp right in the guts, so we are focusing on the front right now.

Ellis > Kerr

The crew has moved from Ellis over at Myamyn, where you could've pretty much thrown the wood across to the mill, it was that close, to Kerr in Corndale, which is a bit closer to home for all. The haulage track has started to turn to slosh over here, a pretty similar story across most jobs with this weather. Chappy and Gunners have also found themselves with the Akubras on chasing up next door's cattle that jumped the fence – hopefully a once-off. We are self-spotting here, but so far the Koalas have been on the quiet side.

A reminder to please continue to record the GPS coordinates of any Koalas when self-spotting and to send them to Ben (SWF) directly or me, which I can then pass on. If you have no service, your phone map or compass app should still spit out your GPS coordinates. If you are still having issues getting the GPS location, I've added a form in SiteDoc's that will ping your GPS and automatically send it off once you get back in range – this should only take 30 seconds to complete.

Let's have a good & safe run home!



AROUND THE JOBS WITH JR

11

The first half of the year is nearly behind us, and the Pine side of the business has experienced a downturn in the domestic markets. Both Timberlands and OFO have been very rigid with their quotas over the past few months, resulting in the least number of jobs for Timberlands that we've seen in some time. T3 jobs for Timberlands have been particularly quiet, with little to no activity in the past month. Most of the jobs are now closer to Penola or Mt Gambier.

We've also taken on some unusual jobs in steep terrain. A special shout-out to Jamie, Bomber, Haddon, and Macca for completing these jobs. Currently, we have one T1, one T2, and three clear-fell jobs for Timberlands, as well as one T1 and one clear-fell job for OFO.

We face challenges ahead with some mills closing for maintenance in early July, which will significantly reduce our quotas.

Around the Jobs....

Timberlands – T1 Copping

We have moved back to Copping's after a period at Yarramundi and Werrikoo. The job at Werrikoo presented significant challenges due to the very steep terrain and roadside. We took extra safety precautions by adding tracks to both the forwarder and the harvester. We had to manage the wet weather conditions. Fortunately, the job was completed without any incidents.

The crew has been at Copping's for just over a month now, and our products are heading for export. We continue to meet our production targets in good bush conditions. We will be here for an extended period, with approximately 20,000 tonnes expected from this harvest area.

Timberlands – T2 Dr Goodes

The crew have had a few weeks now at Dr Goodes after stints at Dorodong and Ascot Park. The bush is not overly big, and the crew are moving through the block quite quickly, which coincides with the low stock marking. A straightforward job with no significant obstacles. The harvesters are cutting a log for Timberlink, and the balance will be exported. We have around 15,000 tonnes to chop.

Timberlands – Clear Fall Knights

After completing the Nangwarry North T2, Darren and Scott have moved to Knights, which is located just 15 minutes from Mount Gambier off Millicent Road, for some T3/CF work. Though it's a small area, there are challenges to manage, as part of the block its adjacent to the roadside, requiring spotters. We have had a few concerns with people siphoning diesel from our loader, which isn't ideal. Their stay here will be brief before the crew heads to Byjuke to tackle some wildlings. There are plenty of native trees to navigate around at the wildling job.



AROUND THE JOBS WITH JR

12

Timberlands Clear Fall Penola South

After a successful period at Hetherington, the crew has made its home at Penola South. The wood is very straight and of a reasonable size, with plenty of 6m log being cut. The stocks on the break have been very healthy. We have a few issues with the roading blowing out in several spots due to the weather and heavy vehicles. The tree size has reduced back to .70 on average as we near the roadside. With the mill shutdowns in early July, we will be working with reduced quotas. Another 3-4 weeks left before moving.

Timberlands – Clear Fall Nangwarry Central

Nangwarry has been bustling with activity with plenty of wood the theme. The team has come from Killara North, near Casterton, with Jamie and Haddon stopping by to complete a job at Myaring. Although the job at Myaring was small, it posed challenges such as power lines, roadside work, wet weather, and very steep terrain. However, the crew managed to handle it efficiently, without any issues.

At Nangwarry, the crew has conducted a residue chip extraction trial with the University of the Sunshine Coast, which is part of a possible biofuel plant in Portland. Overall, productivity has been strong, with a significant amount of sawlog being delivered to Tarpeena.

OFO – Wattle Range T1

The crew is plying their trade at Wattle Range in some T1 trees. The quality of the trees is significantly better compared to Bull Paddock, which was very poor. With a weekly quota of 1,500 tonnes, the team is managing quite well. The area is quite large, and the crew will be spending most of the winter there. We are cutting a 3.7m Maccas cut and a 5.9m export. The team is throwing away many tops because OFO does not want a 3.9m export cut.

OFO – Frills CF

The CF team is currently working at Frills near Mt. Burr. We didn't quite finish the Railway Reserve due to the wet weather, but we will return there once the ground dries out. The trees are a good size, with plenty of wood being cut. OFO will reduce their CF crews to two, with one of those being us. Since AKD will not be accepting any wood starting July 1st, the jobs will become more challenging. OFO is exploring other options. However, there is plenty of work to keep the team busy for the next couple of months.

Quote: “There is no I in team”