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Information and Advice for NSW Transport Operators

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NHVR Releases Electronic Work Diaries Compliance Policy

Media Release, National Heavy Vehicle Regulator, 7 March 2018

The NHVR has released the draft Electronic Work Diary (EWD) Compliance Policy ensuring that heavy vehicle drivers using either electronic or written work diaries are treated the same.

NHVR Productivity and Safety Executive Director Geoff Casey said the EWD Compliance Policy would provide the right balance between safety and compliance to ensure a consistent approach for those who voluntarily use the new technology and that information is accurate and accessible.

"The policy outlines the NHVR's requirements for meeting record keeping laws whether you utilise the technology or use traditional Written Work Diaries (WWDs)," Mr Casey said.

"For example, EWDs will record and show work and rest time to the nearest minute, unlike WWDs which use blocks of 15 minutes. This will be a benefit to many drivers who will no longer have to round down rest time, or round up work time, to the nearest 15 minute block.

“The EWD Compliance Policy will also make it clear that while an EWD must alert drivers of an approaching work or rest deadline, potential minor breaches of less than 15 minutes will not appear as a breach in the EWD Compliance View.

“Authorised officers who check EWDs will access the Compliance View of a driver’s work and rest times,” he said.

“Drivers will also have the ability to correct information prior to approving their work and rest times at the end of each work day.”

The EWD Compliance Policy states: As EWDs may provide greater visibility of drivers’ records at the roadside, the requirements about recording and interpreting EWD information must be equivalent to a WWD in three key aspects:

- Drivers control their work and rest records entered into the EWD
- Drivers can review and correct their information
- Minor breaches of less than 15 minutes should not be sanctioned unless there is an immediate safety concern or a pattern of deliberate and repeated non-compliance.

The NHVR recently completed consultation on the *EWD Policy Framework* and *EWD Standards*.

Once finalised, the outcomes will be published and the NHVR will begin preparations to accept applications from technology providers for approval to provide the technology to record work and rest.

Mr Casey said that while EWDs must meet the requirements of the EWD Standards, they may include additional functionality to meet individual business needs.

For more information go to www.nhvr.gov.au/ewd.

SafeWork NSW Forklift Blitz

Inspectors in Metropolitan Operations in SafeWork NSW have undertaken a program blitz to secure compliance, raise awareness and help control the risks associated with forklifts. The blitz targeted employers who cut safety corners and risk their workers’ lives when it comes to working with and around forklifts.

A SafeWork NSW media release issued on Monday 5 March includes two SafeWork NSW officials a discussing his injury and forklift safety – please go to www.safework.nsw.gov.au/news/media-release/safework-nsw-launches-forklift-safety-blitz for further information.

SafeWork NSW also has web resources available to assist transport operators with forklift safety. Further information is available from www.safework.nsw.gov.au/news/health-and-safety/safety-topics-a-z/forklifts.

SafeWork NSW advises that the next forklift blitz has been scheduled 14-17 May and will include both metropolitan and regional operations.

Sydney Focus for Infrastructure Australia Priorities

Sydney is the focus of Infrastructure Australia’s priorities for national infrastructure development, according to Infrastructure Australia’s latest blueprint for national interest projects.

Of the six projects deemed to be of high priority, Infrastructure Australia nominates four in Sydney and one each in Victoria and Queensland. High priority projects in Sydney are:

- M4 Motorway upgrade – Parramatta to Lapstone. Problem: need to improve connectivity in outer western Sydney. Proposed delivery: short term.
- WestConnex. Problem: inner west road congestion. Proposed delivery: near term.
- Sydney Metro: City and south west. Problem: Sydney rail network capacity. Proposed delivery: medium term.
- Western Sydney Airport. Problem: Sydney aviation capacity. Proposed delivery: medium term.

Infrastructure Australia also nominated six priority projects, including:

- Inland rail Melbourne to Brisbane. Problem: freight connectivity Melbourne to Brisbane. Proposed delivery: longer term.
- The Northern Rd upgrade. Problem: access to south-west Sydney growth area and construction access to Western Sydney Airport. Proposed delivery: near term.

New SafeWork NSW ‘Safety Starts with You’ Campaign Aims to Ensure Safety on the Job

Adapted from Media Release, SafeWork NSW, 12, March 2018

SafeWork NSW has launched a \$3.2 million campaign aimed at ensuring workers and employers stay safe on the job.

The “Safety starts with you” campaign has been developed to improve safety and help reduce workplace injuries and illnesses across NSW.

The campaign highlights risky behaviour in an effort to reduce the number of injuries in NSW workplaces. In 2015/16 alone, SafeWork NSW received 30,902 reports of major workplace injuries and illnesses. Tragically, there were 60 fatalities.

SafeWork NSW, Group Director, Regional Operations and Sector Initiatives, Tony Williams said the campaign aimed to encourage workers and business owners to discuss safety in the workplace.

“No matter your occupation, industry or background, safety is everyone’s responsibility,” Mr Williams said.

“When you are injured at work, it doesn’t just affect you, it affects your family, friends and can also have an impact on your community.

Mr Williams said SafeWork NSW wants workers, to think about what might happen if they’re injured at work and look at changing their behaviour.”

The campaign is part of SafeWork NSW’s Work Health and Safety Roadmap 2022.

For more information is available from www.safetystartswithyou.nsw.gov.au or telephone 13 10 50.

Type Approved On-Board Mass Monitoring Systems Available Soon Says TCA

Adapted from Media Release, Transport Certification Australia, 26 March 2018

Transport Certification Australia has advised that type-approved On-Board Mass (OBM) Systems will soon be available through the National Telematics Framework.

OBM, Systems which are also known as electronic weigh scales, are widely used to manage vehicle loading, to demonstrate conformance that mass limits are being met for other parties along the supply chain, to enable higher productivity access to the road network, and to manage loading practices to improve road safety.

TCA Chief Executive Officer, Chris Konidistiotis, said, “The inclusion of OBM Systems within the National Telematics Framework digital platform ensures the collection of mass information is not a ‘one trick pony’ and can be used seamlessly across different industries, policy areas and regulators.

“TCA type-approval includes an assessment of accuracy and integrity of OBM Systems, as well as an assessment of the business standing of OBM System suppliers – a key indicator of OBM System suppliers’ ability to deliver the level of business continuity and support expected by stakeholders.

Mr Konidistiotis said that OBM Systems may offer varying functions and capabilities to meet different stakeholder needs, expectations and future policy requirements.

He said that one of the most prominent differentiators between OBM Systems is the way mass information is presented and recorded – from the provision of electronic displays, through to mass information collection, and interconnectivity with telematics devices.

He said three categories of OBM System type-approval cater for these functional capabilities. They are:

- Category A OBM Systems electronically display mass information to drivers and/or loaders.
- Category B OBM Systems also collect and transmit mass information.
- Category C OBM Systems collect and transmit mass information in a standardised way to telematics devices (in accordance with TCA's Interconnectivity Specification) permitting the ability to 'plug and play'.

He said that being part of the National Telematics Framework provides the scalability and interconnectivity to suit stakeholder needs.

Further information on OBM system type-approval, including the application process can be found at www.tca.gov.au/truck/obms-ta.

ACCC Approves Qube's Acquisition of Maritime Container Services

The Australian Competition and Consumer Commission has approved Qube Logistics' acquisition of Maritime Container Services (MCS) after concluding that it 'is unlikely to substantially lessen competition in any relevant market'.

In its decision handed down on 8 March, the ACCC considered the potential impact of competition in several markets, empty container storage, rail freight, intermodal services, stevedoring and dry bulk goods.

Empty Container Parks in Sydney

MCS has empty container parks at St Peters (Cooks River) and Banksmeadow. MCS also operates the Cooks River intermodal rail terminal and a trucking fleet, all in the container sector of the industry. In Sydney, Qube has empty container parks at Port Botany and Minto. Qube also operates the intermodal rail terminal at Minto and Yennora, as well as a trucking fleet, all in the container sector of the industry.

In relation to the empty container market the ACCC found that the acquisition would not lead to a significant concentration in because there are a number of parks in the vicinity of Port Botany, including some which only provide road access. It said that while Qube currently operates one park in the vicinity of Port Botany, 'it is small, operated on a temporary basis and is not well located'.

It said that there are currently two key suppliers of 'Full Service Empty Container Storage Services with rail access in Sydney' – MCS's Cooks River terminal and DP World's Port Botany terminal. It noted that Linx has recently announced that it would develop a full service empty container park at the Enfield Intermodal Terminal.

The ACCC said Qube's current facilities in Sydney 'are not located in proximity to Port Botany on the main freight line, meaning that they are not well located to act as general use rail accessible empty container parks, and do not offer a full suite of empty container storage services'. It noted that Qube 'is also developing an intermodal terminal at Moorebank that may offer empty container storage services'.

The ACCC considered that these facilities are not presently significant competitors in the market.

It ACCC concluded that the aggregation of facilities owned by MCS and Qube 'would be unlikely to substantially lessen competition in this market, in light of competition from DP World and Linx'.

Rail Freight in Sydney

Qube currently supplies rail services on behalf of regional exporters to Port Botany.

After a regional freight train has completed a delivery to a stevedoring terminal, it picks up empty containers from a rail accessible park before returning to regional origin. Rail operators currently use MCS' Cooks River facility for this purpose.

The ACCC's consideration focussed on whether Qube's acquisition of MCS would provide Qube with the ability and incentive to foreclose rival rail operators who currently use MCS to acquire empty containers.

The ACCC's investigation found that this was unlikely because there were alternative empty container parks that could act as alternatives for regional exporters and rail operators. They are DP World at Port Botany, and Linx's site under development at Enfield.

It said 'these alternatives would act to constrain Qube from leveraging its operation of MCS to substantially lessen competition in the supply of rail freight services'.

Intermodal Terminal Services in Sydney

The ACC found that the intermodal terminal services offered by MCS at its Cooks River location' are an adjunct to MCS' core business of offering empty container park services, and that it was not well placed geographically to operate exclusively or predominantly as an intermodal terminal.

The ACCC concluded that this acquisition 'would not have the effect of removing a potential competitor to Qube's intermodal terminals'.

Stevedore Services at Port Botany

Qube has a 50 per cent interest in Patrick Stevedores. The ACCC concluded that 'the availability of alternative empty container parks and the nature of the relationship between stevedores and shipping lines meant that it would be unlikely that Qube could leverage the operation of MCS to preference Patrick (s)tevedores'.

The Supply of Dry Bulk Transfer and Transport Services

The ACCC concluded 'that there were alternative sites available to operators in this market and this could constrain Qube in its dealings with its rivals'.

A copy of the ACCC decision is on the ACCC website, www.registers.accc.gov.au/content/index.phtml/itemId/1205120/fromItemId/751043.

Small Business Ombudsman Urges Businesses to Join the National Payment Transparency Register

Australian Small Business and Family Enterprise Ombudsman, Kate Carnell, has urged business owners to join the National Payment Transparency Register and commit to good payment practices for small business suppliers.

Ms Carnell said that late payments can cause significant problems for small businesses. She said that aside from extended payment terms, late payments affect cash flow, impact on business growth and can easily put a business out of operation.

Ms Carnell said an inquiry conducted by ASBFEO in April 2017 into payment times and practices in Australia recommended the establishment of the Register to publish the payment terms and practices of businesses.

The register allows suppliers to assess the impact on their working capital before entering new supply agreements.

Further information on the Register, including how to join and for the opportunity to comment on experience with payment terms, is available from www.asbfeo.gov.au/national-payment-transparency-register.

Study to Examine New Vehicle Technologies to Reduce Fatal Truck Crashes

Adapted from Media Release, Hon Paul Fletcher MP, Minister for Urban Infrastructure and Cities, 27 March 2018

The Minister for Urban Infrastructure and Cities, Paul Fletcher has launched a landmark study aimed at reducing heavy vehicle crashes and improving truck driver well-being through the use of world-leading fatigue prevention and driver monitoring technology.

The A\$6.5 million Advanced Safe Truck Concept, which is an Australian Government Cooperative Research Centre Project, aims to reduce fatal truck crashes by developing new vehicle technologies, achieved by studying driver behaviour and better understanding the impact of driver fatigue and distraction in particular.

The partnership is headed by Canberra-based company Seeing Machines and includes Monash University Accident Research Centre (MUARC) and Ron Finemore Transport Services.

Minister Fletcher congratulated all the partners for their important work.

He said the study is the first of its kind in the world to be done linking in-cab driver monitoring technology with the external traffic and roadway in real-time.

He said the Seeing Machines technology is fitted to a number of vehicles from the Ron Finemore Transport Services fleet.

“We have the opportunity to drive clever product design in revolutionary ways to enhance road safety,” said Seeing Machines’ Chief Scientific Officer and project leader, Dr Michael Lenné.

Phase one of the project has seen the testing of truck drivers in MUARC’s Advanced Driving Simulator, the first time a truck simulator has been used for research in Australia. Drivers are tested in a rested and a fatigued state so a better understanding of fatigue on truck safety can be achieved.

MUARC Director, Professor Judith Charlton, said the research could make a profound impact in reducing fatalities in the industry.

“We pride ourselves on translating evidence-based research into real-world solutions and by working alongside our industry partners and with the support of the federal government, this project has the capacity to prevent injuries and save lives,” Prof Charlton said.

Ron Finemore Transport will fit its fleet of trucks with the same driver monitoring technology as part of the project’s Naturalistic Road Safety Study.

General Manager of Ron Finemore Transport Services, Darren Wood said that “By participating in this study we are helping to make Australian roads safer for not only our drivers but all users of our roads. At RFT we are committed to world’s best practice in driver and fleet safety. As end users, we have the opportunity to influence the technology so it best addresses the needs of the freight industry”.

The full project is expected to be completed at the end of 2019.

NHVR, Tipper Body Manufacturers, to Review Tip Hoisting Equipment

Media Release, National Heavy Vehicle Regulator, 6 March 2018

The NHVR has agreed to work with tipper body manufacturers to develop a new modification code to provide clear requirements for hoisting systems.

NHVR Vehicle Safety and Performance Manager Peter Austin said the code would assist manufacturers that were concerned about achieving compliance with the standards released under Vehicle Standards Bulletin (VSB) 6, Version 3.

“Some manufacturers raised concerns that some tippers would require re-design of tipper body systems in order to meet Australian Standards, required under VSB6,” Mr Austin said.

“The NHVR recently reviewed the requirements of the relevant parts of the Australian Standard and agreed that the design of tipping systems involves a reasonable amount of engineer level work.

“Rather than requiring an engineer to assess every tipper body installation, the NHVR is proposing that a two-stage design-modification approach be adopted.

“We’ve asked Heavy Vehicle Industry Australia (HVIA) to provide a draft of the code in consultation with industry.”

HVIA Chief Executive Todd Hacking welcomed the opportunity to draft the modification code.

“This has been an issue raised with us by our members and we look forward to working with them to find a solution,” Mr Hacking said.

“We welcome the approach by the NHVR to delay the implementation of these requirements beyond April 1, 2018, until we resolve these issues.”

For more information check out the Vehicle Standards Guide (VSG) 17 at www.nhvr.gov.au/vsg.

ACCC Concerned at Pacific National's Proposal to Buy Aurizon's Intermodal Assets

Adapted from Media Release, Australian Competition and Consumer Commission, 15, March 2018

The Australian Competition and Consumer Commission has raised preliminary competition concerns about a proposal from Pacific National to acquire Aurizon's Queensland intermodal freight haulage business and intermodal rail terminal at Acacia Ridge.

At present Pacific National and Aurizon are the only providers of intermodal rail linehaul services in Queensland and compete closely with each other.

"Aurizon's decision to sell its Queensland intermodal operations and the Acacia Ridge Terminal to its closest competitor, while shutting down its remaining intermodal business, will fundamentally change this market. We are concerned about the impact on competition in the freight industry," ACCC Chairman Rod Sims said.

The ACCC has published a Statement of Issues outlining concerns about the reduction of intermodal rail linehaul providers from two to one in Queensland, raised barriers to entry for rail companies if Pacific National controls the Acacia Ridge terminal, and the reduction in options for freight-forwarders on most interstate rail routes from two to one.

Although SCT Logistics will remain on interstate rail routes, it is vertically integrated with freight forwarding and does not generally haul many containers for other freight forwarders.

Extensive feedback indicates there is no close alternative to rail for many types of freight, particularly to and from far north Queensland.

"We are concerned the proposed acquisitions would lead to increased prices and reduced service for freight hauled between Brisbane and Far North Queensland," Mr Sims said.

The ACCC is also concerned about Pacific National's proposal to acquire the Acacia Ridge Terminal.

"The Acacia Ridge Terminal is an important infrastructure asset and would be a key component in the strategy of any potential supplier of intermodal rail freight that wants to compete with Pacific National."

Pacific National has offered an undertaking under section 87B of the *Trade Practices Act* that it would not discriminate in providing access to the Acacia Ridge Terminal if the acquisition went ahead. The ACCC is consulting on the proposed undertaking as part of the Statement of Issues consultation.

Mr Sims said the ACCC's preliminary view is that a section 87B undertaking won't resolve concerns arising from the dominant provider of intermodal rail linehaul services nationally also owning the Acacia Ridge Terminal.

The ACCC invites further submissions from interested parties in response to the Statement of issues by 3 April 2018. The ACCC's final decision is expected on 24 May 2018.

Pacific National is Australia's largest provider of intermodal rail freight services.

The interstate rail network is a standard gauge rail track. The rail network north of Brisbane is narrow gauge and requires specific locomotives and wagons.

The Acacia Ridge Terminal has both a standard gauge terminal supporting interstate transport, which was used by both Pacific National and Aurizon, and a narrow-gauge terminal supporting intrastate transport used only by Aurizon. Pacific National's currently use a separate terminal at Tennyson, which they own for their Queensland operations.

SA Supreme Court Defines 'Rest Time' to Allow Overlapping 24-Hour Periods in Driver Fatigue

From 'The Transporter' Queensland Trucking Association

Facts

In November 2014, self-employed truck driver Barnes was making a trip from Alice Springs through SA, when he was charged under section 250(1) of the *Heavy Vehicle National Law (South Australia) Act 2013* for not meeting rest requirements. After a day of visiting friends in Alice Springs, he had logged a total of 14 hours' work between 12:30pm on 29 November and 12:30pm of the next day, 30 November. This included a rest from midnight to 7:45am, among other short rests. Barnes was charged when he entered SA on the afternoon of 30 November.

The rest requirements of the *HVNL* are such that in a 24-hour period, a driver must not work for more than 12 hours, including a stationary rest of at least 7 hours. The 24-hour period is to start from the end of the 'relevant major rest break' required for your specific driving hours option (i.e.: Standard Hours (solo or two-up), Basic Fatigue Management or Advanced Fatigue Management).

Barnes' Submission

Barnes argued that the 24-hour period in consideration did not meet the requirements in the *HVNL*. He believed the time spent with friends in Alice Springs immediately before the period was not a 'relevant major rest break'.

The Magistrate ruled in favour of Barnes. Her Honour did not classify the time spent with friends as rest time and held that at that time Barnes was 'not working at all'. As such, the 24-hour period could not have started at 12:30pm on November 29. It started at 7:45am the next day, following his overnight rest.

Police Submission

On appeal to the Supreme Court, the prosecution argued that the *HVNL* only had two categories of time for drivers, being 'rest time' and 'work time', with 'rest time' being indistinguishable from 'time off work' or 'personal time'.

Supreme Court Decision

The Supreme Court allowed the Police appeal, agreeing that in the context of the legislation as a whole, the *HVNL* intended 'work time' and 'rest time' to be the only categories of a driver's time. A reference to maximum work time in section 250 is to prevent fatigue while driving for a total period of hours, not merely for a continuous period of hours. This approach maximises the coverage of the provision through more possible 24-hour periods, including concurrent and overlapping periods. This, in turn, maximises public safety through the management of driver fatigue.

Takeaway

This decision highlights the need for drivers to ensure careful track is kept of fatigue requirements across all periods. The categories of 'work time' and 'rest time' are exhaustive for heavy vehicle drivers. The *HVNL* shows drivers are able to experience fatigue over their shifts regardless of what they have been doing before the shift. The *HVNL*'s figures of 12 hours' rest in a 24-hour period were calculated to prevent this fatigue, and should not be worked around on a technicality. Personal and public safety is at the heart of driver fatigue laws, so will always be a critical factor in these cases.

Police v Barnes [2017] SASC 196

Pacific Highway: Temporary Road Closures, Yamba Interchange: April-June 2018

RMS has advised that temporary road closures will be in place related to the transport of large precast concrete pieces required for the construction of the new bridge on the Pacific Highway over the Clarence River at Harwood.

This work is planned from early April to the end of June 2018. Delivery will take place between 7pm and 5am. There will be up to four return trips per night until the 44 concrete pieces are delivered.

The highway will be temporarily closed for about 15 minutes each time a girder is transported south from the precast yard, over the Harwood Bridge to Yamba interchange, and five minutes as the empty trucks return northbound over the Harwood Bridge to the precast yard. Deliveries are scheduled to occur between 7pm-8pm, 9pm-10pm, 11pm-midnight and 1am-2am, weather permitting.

Check for changes to these times at livetraffic.com, download the Live Traffic App or call 132 701.

Detours will be in place on the southbound Yamba off ramp and Yamba Road while concrete pieces are installed. RMS has provided maps to explain detours. Closures and traffic detours will be in place between:

- 6pm and 7am from Monday to Friday.
- 6pm on Friday and 7am on Saturday.
- 6pm on Sunday and 7am on Monday.

To subscribe for direct email or SMS alerts when road closures and detours are in place as part of this project, please contact the project team on 1800 778 900, email W2B@pacificcomplete.com.au or visit the project website at www.rms.nsw.gov.au/W2B.

Bulli Pass to Close for Maintenance Work During April

Roads and Maritime Services has advised that due to maintenance work Bulli Pass will be closed in both directions on 4 and 5 April, weather permitting.

RMS said work will take place between 9am and 3pm.

Road users travelling between Bulli Tops and Wollongong's northern suburbs will be detoured via Lawrence Hargrave Drive or the M1 Princes Motorway and Memorial Drive.

Gold Coast Commonwealth Games: Transport Operations to be Affected

Transport operators need to be prepared for changes to operating and access conditions in the vicinity of the Commonwealth Games, which start on the Gold Coast on 4 April. Restrictions include:

- Timing of deliveries.
- Temporary road closures.
- Transport of dangerous goods.
- Movement of oversize/overmass loads.
- Variations to regulated freight routes.
- Mandatory legal requirements, for example speed limit reductions.
- Designation of Games lanes on part of the core Games Route network.

Further information to assist in planning freight movements and minimising disruption is available from www.getsetforthegames.com/freight-servicing-and-deliveries.

BITRE Completes Cotton Transport Profile

The Bureau of Infrastructure, Transport and Regional Economics has completed a report on the freight task in the cotton industry.

Cotton is picked and baled on a farm, taken to a cotton gin where raw cotton fibre from cottonseed, stalks and seed hulls, before being baled again and warehoused until sold. Over 99 per cent of Australia's 550 kilotonne raw cotton fibre crop produced was exported.

The total cotton transport task was about 389 million tonne kilometres in 2015–16, with approximately 67 per cent of this transported via road using semi-trailers, B-Double or A-Doubles.

BITRE says that the movement of cotton from farms to gins was almost entirely performed by road transport.

Almost half of all cotton exports, pass through the Port of Brisbane, almost 30 per cent through Port Botany and almost 23 per cent through the Port of Melbourne. 65 per cent of all cotton is grown in NSW. The modal split for cotton exports through Sydney is about 50/50.

BITRE speculates that an upgraded track from Narrabri to Gowrie and new tracks from Toowoomba through to Acacia Ridge as part of the Inland Rail Network means rail could become a more attractive option in future.

The bureau points to an existing paucity of detailed information on rural and agricultural transport tasks as an impetus for the report.

Infrastructure Update

Significant infrastructure milestones achieved since 28 February include completion of:

- 2.7km realignment west of Grong Grong on the Newell Highway.
- 2km realignment at Guanna Hill between Orange and Molong on the Mitchell Highway.

Road Works Update

The following road works may impact your operations:

Suburb/Town	Road	Date/s	Work Times
Alexandria	Changed traffic conditions on Euston Rd from Sydney Park Rd to Maddox St. Lanes closed in and road closure at Maddox St. Detour via Huntley St and Bourke Rd. No parking northbound.	Till mid-2018	
Banksia	Princes Hwy from Banksia Ave to Terry St	12/2-11/5/18	8pm-5am Sun-Fri
Banksmeadow	Botany Rd from Stephen Rd to Foreshore Rd	26/11/17-20/4/18	8pm-5am Sun-Fri
Bankstown	Canterbury Rd at Clements Ave intersection	18/2-5/4/18	9.30pm-4am Sun-Thu
Bexley	Forest Rd from Stoney Creek Rd to Wollongong Rd	Until 29/6/18	9pm-5am Sun-Fri
Blakehurst	Princes Hwy from Woniora Rd to Dwyer La	18/2-5/4/18	9.30pm-4am Sun-Thu
Botany	Botany Rd at Lord St intersection	18/2-26/4/18	9.30pm-4am Sun-Thu
	Botany Rd at Wentworth Ave intersection. Botany La to be 2-way for 8 weeks from 15/4 – no access to Wentworth Ave.	25/3-29/7/18	7am-6pm Mon-Fri 8am-1pm Sat 9pm-5am Sun-Thu
Bradbury-St Helens Park	Appin Rd from The Parkway to St Helens Park Reserve	30/4-19/6/18	8pm-5am Sun-Fri
Cammeray	Ernest St, over Warringah Freeway.	20/3-20/4/18	8pm-5am Sun-Fri
Double Bay	New South Head Rd from Gladwood Gdns to William St.	25/3-12/4/18	9.30pm-4am Sun-Thu
Enfield	Liverpool Rd from Barton St to Telopea Ave.	18/2-5/4/18	9.30pm-4am Sun-Thu
Fairfield	Woodville Rd from Fairfield St to Minmai Rd	7/1-13/4/18	8pm-5am Sun-Fri
Fairfield East	Woodville Rd from Blackford St to Malta St	18/2-20/4/18	8pm-5am Sun-Fri
Foxground-Berry	Princes Hwy from Toolijooa Rd to Hitchcock La	Till 1/6/18	7am-6pm Mon-Fri 8am-1pm Sat
Gordon-Pymble	Pacific Hwy, from Merriwa St Gordon to Pymble Ave, Pymble	20/2-3/4/18	9pm-5am Sun-Fri 7am-5pm Mon-Fri 9am-1pm Sat
Greenacre	Roberts Rd both directions from Norfolk Rd to Shannon St	18/2-5/4/18	9.30pm-4am Sun-Thu
	Roberts Road northbound and southbound, from Hewitt St to Rawson Rd	18/2-5/4/18	9.30pm-4am Sun-Thu
Homebush-Haberfield	Various locations on Parramatta Rd. Includes lane closures and road closures at some intersections.	Till early 2019	
Hornsby	Cnr Pacific Hwy and College Cres	19/2-13/4/18	8pm-5am Sun-Fri
Kensington	Southern Cross Drive from Lenthall St to Trevilyan Ave	8/2-29/7/18	7am-6pm Mon-Fri 9pm-5am Sun-Fri
Landsdowne	Hume Hwy westbound from Henry Lawson Dr to Prospect Creek	18/3-4/5/18	9pm-5am Sun-Fri
	Hume Hwy, intersection, Henry Lawson Dr and Woodville Rd	4/3-31/5/18	9pm-5am Sun-Fri
McGrath's Hill	From 150m south of Mulgrave Rd to 300m north of Pitt Town Rd	18/3-4/5/18	8pm-5am Sun-Fri
Mascot	Gardeners Rd from Kent Rd to O'Riordan St. Gardeners Rd, eastbound traffic reduced to one lane from Kent Rd to O'Riordan St.	Till early 2020	

	One left hand turning lane from Gardeners Rd onto Bourke Rd eastbound will remain open. Right hand turn from Gardeners Rd westbound onto Bourke Rd removed. Drivers can turn right at O'Riordan St to access Bourke Rd. Access to all nearby businesses will be maintained during the works.		
Mascot/Botany – Airport East project	Botany Rd, Mill Pond Dr, Wentworth Ave, Hardie St, Beresford St, General Holmes Dr and Joyce Dr	Ongoing	7am-6pm Mon-Fri 8am-1pm Sat 9am-5pm 5 nights/week 1pm-6pm Sat – new rail bridge site near Botany Rd only
Mt Pritchard	Elizabeth Dr from Brown Rd to Hemphill Ave	8/4-11/5/18	8pm-5am Sun-Fri
Newtown	King St from Enmore Rd to Sydney Park Rd.	15/1-27/6/18	9pm-5am Sun-Fri Generally Mon and Tue.
North Sydney	High St over Cahill Expressway and Warringah Freeway	3/4-27/5/18	8pm-5am Sun-Fri
Northmead	Old Windsor Rd from Hart Dr to Hammers Rd	3/4-30/4/18	8pm-5am Sun-Fri
Pymble-Turramurra	Pacific Hwy from Pymble Ave, Pymble to Kissing Point Rd, Turramurra	21/2/18-4/4/18	9pm-5am Sun-Fri 7am-5pm Mon-Fri 9am-1pm Sat
Revesby Heights	Henry Lawson Dr over Little Salt Pan Creek	30/1-31/7/18	7am-6pm Mon-Fri 8am-1pm Sat
St Mary's	Bennett Rd over the M4 Motorway	11/3-8/6/18	8pm-5am Sun-Fri
	Mamre Rd into Saddington St	12/2-31/5/18	8pm-5am Sun-Fri. 7am-6pm Mon-Fri 8am-1pm Sat
Smithfield	Smithfield Rd from Neville St to Long St .	7/3-4/4/18	8pm-5am Sun-Fri
Turramurra, Warrawee, Wahroonga	Pacific Hwy from Ray St to Ku-Ring-Gai Ave, Turramurra Cnr Pacific Hwy and Finlay Rd, Warrawee/Turramurra Cnr Pacific Hwy and Fox Valley Rd, Wahroonga/ Warrawee Pacific Hwy at Coonanbarra Rd and Redleaf Ave, Wahroonga.	7/3-13/6/18	7am-6pm Mon-Fri 7am-1pm Sat sometimes
Warrimoo	Great Western Hwy from Greens Rd to Wilson Way	21/2-2/5/18	9pm-5am Sun-Fri
Wiley Park	Canterbury Rd at Fairview Ave intersection	18/2-5/4/18	9.30pm-4am Sun-Thu
Yagoona-Potts Hill	Rookwood Rd from McMillan St Yagoona to William Holmes St Potts Hill	25/2-27/4/18	8pm-5am Sun-Fri

ARTIO NSW Events

ARTIO NSW will hold the following events in April:

- Thursday, 12 April ARTIO NSW Transport Industry Leaders Lunch, Guest Speaker, David Galbally QC AM, will discuss his role as Chairman of TWUSUPER, his experience in the law, and involvement in causes such as White Ribbon.
- Tuesday, 17 April – Breakfast Briefing, Breakfast Point Country Club, 72 Village Dr, Breakfast Point – *Heavy Vehicle Compliance and Enforcement*, Guest Speakers Paul Endycott, Principal Consultant, Zenenergy Group, Asia-Pacific and Chief Insp. Phillip Brooks, Traffic and Highway Patrol Command, NSW Police Force.

Further information is available from the ARTIO NSW secretariat, contact Hugh McMaster, tel: 0412 880861, email; hughmc@artionsw.com.au.

TWUSuper Employer News, March 2018

Super Guarantee payment due 28 April

The Super Guarantee payment for the quarter ended 31 March should be paid by 28 April 2018 to avoid a possible late payment charge imposed by the ATO. If you make your payments via a clearing house you should allow up to 10 days for the contributions to be received by the Fund.

Employer Access users can login to twusuper.com.au/ea to arrange payment.

If you need help, call TWUSUPER on **1800 241 877** between 8am and 8pm (AEST/AEDT) weekdays.

TWU Nominees Pty Ltd ABN 67 002 835 412, AFSL 239163, is the trustee of TWUSUPER ABN 77 343 563 307 and the issuer of interests in it.

Single Touch Payroll - April headcount

The ATO advises that employers should check if they have 20 or more employees at 1 April 2018.

For businesses with 20 or more employees, the Government's new Single Touch Payroll reporting requirements will apply from 1 July 2018.

The new requirements affect reporting for:

- salaries and wages
- PAYG withholding
- superannuation.

These payments will need to be reported to the ATO from an employer's payroll solution at the same time employees are paid. TWUSUPER can walk you through the changes as more information becomes available - see twusuper.com.au/payroll

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Does TWUSUPER have your current email and mobile?

As we deliver more information electronically, having your current mobile number and preferred email address is more important than ever. Please check your details online by logging into your secure account at twusuper.com.au/ea.

If you'd prefer to speak to us on the phone to check and update your contact details, call **1800 241 877** between 8am and 8pm (AEST/AEDT) weekdays.

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Economic and Industry Indicators

Indicator/Source ¹	As at	Unit of Measure	Quantity	Annual % Variation
GDP latest quarter (ABS)	Dec Qtr 2017	\$m	433,051	2.6
CPI (ABS)	Dec Qtr 2017	Per cent		1.9
Cash rate (RBA)	Current	Per cent	1.5	
Estimated residential population (ABS)	29 Mar 2018	Million	24.883	2.0
Retail turnover (ABS)	Jan 2018	\$m	26,260	2.3
Actual new capital expenditure (ABS)	Dec Qtr 2017	\$m	29,698	4.4
Inventories held by private business (ABS)	Dec 2017	\$m	156,697	0.5
Dwelling unit approvals (ABS)	Jan 2018	Number	18,881	6.9
Manufacturers Income (ABS)	Dec 2017	\$m	82,849	2.6

¹ ABS – Australian Bureau of Statistics; RBA – Reserve Bank of Australia; AIP – Australian Institute of Petroleum; TIC – Truck Industry Council/'Prime Mover' latest issue.

TEUs Port Botany (NSW Ports)	6 months ending Dec 2017	Number	1,344,388	8.7
Employed persons (ABS)	Feb 2018	Million	12.481	3.3
Unemployment rate(ABS)	Feb 2018	Percentage	5.5	-0.3
Wage price Index (ABS)	Dec Qtr 2017	Per cent		
All employees				2.1
Transport, postal and warehousing				1.6
New motor vehicle sales (ABS)	Dec 2017	Number	99,756	2.8
Cab Chassis/Prime Mover Sales (TIC)	month ending Jan 2018	Number	1,838	27.5
Vans (TIC)	month ending Jan 2018	Number	389	-18.5
AIP Terminal Gate Price-Diesel-Sydney	29 Mar 2018	Cents/litre incl. GST	128.5	17.2

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