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The Courier

Information and Advice for NSW Transport Operators

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ATO Releases Tax Deduction Guide for Truck Drivers

The Australian Taxation Office has released a guide to assist truck drivers in claiming tax deductions.

The advice relates to expenses related to cars, telephone and internet, travel, clothing, protective equipment such as sunglasses, ropes and union fees.

Further information is available from www.ato.gov.au/occupations.

The ATO also says the ATO app myDeductions tool can be used to keep track of receipts and expenses during the year.

Premier Announces Transport Subsidies to Assist NSW Farmers

Adapted from joint media release, Premier, the Hon Gladys Berejiklian MP and Deputy Premier and Minister for Regional NSW, the Hon John Barilaro MP, Minister for Primary Industries the Hon Niall Blair MP, Paul Toole MP, Member for Bathurst, 30 July, 2018

The NSW Government has announced further support for NSW farmers with a \$500 million Emergency Drought Relief Package.

Premier Gladys Berejiklian said the major feature of the Emergency Relief Package is approximately \$190 million for the introduction of Drought Transport Subsidies.

She said the subsidies will be able to cover up to 50 per cent of the full cost of transporting fodder, water for stock and livestock to pasture, slaughter or sale. The NSW Government will offer a transport subsidy of up to \$20,000 per farm business.

The relief measures will also be back-dated so farmers can access additional subsidies for freight expenses incurred since 1 January, 2018.

Deputy Premier and Minister for Regional NSW John Barilaro said this drought has quickly worsened across the state and farmers have been forced to source fodder from interstate as local supply has deteriorated.

Minister for Primary Industries Niall Blair announced waivers on some rates and charges, including registration costs for class one agricultural vehicles.

Member for Bathurst Paul Toole welcomed the Government's Emergency Relief Package.

The NSW Rural Assistance Authority will begin processing applications from 6 August.

99.8 per cent of NSW is currently drought declared.

NSW Government Announces Planning Works for Parkes Inland Port

Adapted from joint media release, Premier, the Hon Gladys Berejiklian MP and Deputy Premier and Minister for Regional NSW, the Hon John Barilaro MP, 30 July, 2018

The NSW Government has unveiled its 20-year vision for a thriving regional NSW which sets out a framework for investment that will guide the allocation of resources from the new \$4.2 billion Snowy Hydro Legacy Fund.

Premier Gladys Berejiklian and Deputy Premier and Minister for Regional NSW John Barilaro unveiled the vision in Bathurst.

Ms Berejiklian said the vision is designed to unlock the potential in NSW's regions by providing the infrastructure, the services and they need to thrive.

This includes "...a new generation of nation-building projects enabled by the \$4.2 billion Snowy Hydro Legacy Fund".

Mr Barilaro said that the first allocation of money from the Snowy Hydro Legacy Fund will be spent on scoping studies and planning works for an inland port and investment precinct in Parkes.

"The Parkes National Logistics Hub is just one part of the vision, and as the first to be announced," Mr Barilaro said.

Campaign Launched to Promote New 40km/h Road Rule

The NSW Government has launched a state-wide campaign to prepare for the introduction of a new road rule designed to improve the safety of emergency workers and road users safe when they're stopped on the road.

The new road rule, which requires motorists to slow down to 40km/h when passing stationary emergency vehicles displaying red or blue flashing lights, will apply from 1 September 2018 on a trial basis for 12 months

The rule applies to vehicles travelling in both directions, unless the road is divided by a median strip. Motorists who ignore the new speed limit will face penalties, including a \$448 fine and the loss of three demerit points.

NSW Centre for Road Safety Executive Director Bernard Carlon said the trial would boost the safety of emergency workers and volunteers and those they are protecting on the road side.

Transport for NSW will monitor the safety and traffic impacts of the rule over the 12-month trial in consultation with NSW Police, emergency service organisations and other stakeholders.

Further information is available from www.roadsafety.transport.nsw.gov.au.²

Nominations for icare's CASE Awards Now Open

Adapted from media release, icare Interim CEO and Managing Director, John Nagle, 26 July, 2018

icare Interim CEO and Managing Director, John Nagle, has announced applications for icare's 2018 Care and Service Excellence (CASE) Awards will open on 1 August 2018.

icare's CASE Awards create a platform to recognise and reward the outstanding contribution of individuals and teams in providing better outcomes for injured workers and businesses.

"The CASE Awards keeps evolving to recognise how dynamic our industry is – the stories, innovation and the dedication to excellence is more evident now than ever before," Mr Nagle said.

"Whether it is an individual case manager, a rehabilitation provider, broker or risk manager, each role is important in preventing injuries and providing the necessary care and support to help those who are injured get back to work and life as soon as possible.

"The Awards are designed to recognise excellence in providing services to customers, and in the process, encourage and support innovation and continuous improvement in the workers compensation industry so that we create a better experience for those who are impacted by workplace injury," he said.

Awards are available in the following categories:

- Young Professional of The Year - Care & Service
- Outstanding Individual - Care & Service
- Outstanding Team - Care & Service
- Excellence & Innovation in Injury Management
- Excellence in Improving Employer Performance
- Excellence in Injury Prevention
- Customer Excellence
- Lifetime Achievement.

Entries for icare's 2018 CASE Awards open on 1 August and close on 14 September. Entries can be submitted to <http://caseawards.icare.nsw.gov.au/>. Applicants can nominate themselves or another individual for an award through their respective nominated business representative. Successful award finalists will be notified in October 2018.

Winners of the CASE Awards will be announced on 13 November 2018. at a black-tie Gala Dinner at the International Convention Centre Sydney. Tickets go on sale on 1 August and can be purchased online at <http://www.cvent.com/d/0gqmwpl>). For enquiries, please email the CASE Awards team case.awards@icare.nsw.gov.au

(NB: John Nagle was appointed CEO of icare on 26 July 2018 after this media release was issued.)

Time for a Fatigue Overhaul

By Gary Mahon, CEO, Queensland Trucking Association

Back in November 1938 the Queensland Premier at the time The Honourable William Forgan-Smith personally introduced the *State Transport Bill* which among other matters included driving hours and safety provisions for heavy vehicle drivers. Hansard records him as saying that this new legislation was to "view the transport position in the light of modern development and community interests" and that "legislation should always have the power to cope with new problems".

These newly introduced requirements included a maximum continuous driving period of five and a half hours and not to exceed 11 hours in a 24-hour period. There was also a defence for drivers if they were unavoidably delayed on their trip.

Given that the Premier was a no-nonsense kind of guy he was able to describe all these requirements on around one page of the Transport Act. Some 57 years later in 1995 the Fatigue Management Program (FMP)

was introduced into Queensland Legislation by the Hon David Hamill. The FMP changes were contained to one paragraph, bringing the total amount of Fatigue legislation to about two pages.

Here we are in 2018, some 80 years since the “Modern” fatigue law about driving hours and rest breaks was introduced. Now a standard day is 12 hours and the FMP has been replaced by Basic Fatigue Management (BFM) and Advanced Fatigue Management (AFM). It takes 141 pages of legislation to describe, and is basically the same concept the 1938 Bill addressed in a little over a page.

No one in the industry would argue against the risk of fatigue needing to be managed in a way that protects our drivers and the general community to ensure safe conditions on our roads.

BUT accumulating legislation over the last 80 years at a 7000% increase in rules and regulations is not the solution.

The current system can only be described as a “Roadside Administration Test”. The fines involved can lead to a driver losing a month’s pay, even if they are not impaired by fatigue. A driver need only tick the wrong boxes, not cancelling a page properly, not sign a page on time, or make a simple spelling mistake.

The road freight industry significantly contributes to the economy and is a vital industry to all Australian people.

If the goal truly is to reduce IMPAIRMENT, we need legislation that is contemporary and responsive to science and the use of technology.

Compare this to the issue of drink driving. The concept that alcohol impaired a person’s driving ability was noted in traffic laws in the early 1900’s. However, it was the Grand Rapids study in Michigan in 1964, that finally showed that drivers who had consumed alcohol had a much higher risk of being involved in crashes.

Critics of this study suggested, that the results were flawed because researchers could not identify whether or not it was the intoxicated driver who was responsible for the crash. In response, more detailed studies of at fault drivers were conducted in the 1980’s, which not only reconfirmed the relationship between blood alcohol level and crash risk, but also quantified this relationship.

This scientifically calculated risk of crash involvement according to Blood Alcohol Content (BAC) level, went on to provide structure for traffic laws, offences and penalties that truly targeted impaired drivers. It also underpinned the development of testing technologies from simple blood tests, through to portable and evidentiary breath testing devices.

Over the last 50 years drink driving crashes have significantly decreased because legislators, scientists and enforcement agencies worked together to quantify and address impairment, rather than simply *introducing a log book to record how many drinks a driver had*. The use of science and applied thinking brought about a great road safety result and a genuine shift in driving culture.

What we have today with fatigue risk management and heavy vehicles, is the same thinking that was introduced 80 years ago, only now it is so complex it keeps drivers awake worrying if they will pass the next “Roadside Administration Test”.

We need an integrated solution that draws on the best science, the use of technology, contemporary legislation, and the provision of infrastructure. It is imperative that the government provides an appropriate number of rest areas on all major networks. If it is good enough to mandate a percentage of the road infrastructure spend to public art it is good enough to apply a percentage to new rest areas.

Eighty years ago, driving hour restrictions and rest requirements were introduced as the “Modern” solution. We need our lawmakers to set a NEW vision for managing the risk of fatigue that is consistent and has practical application across urban, provincial and remote areas of this country.

There is an Albert Einstein quote that “If you cannot explain something simply you don’t really understand it”.

Our forebears introduced a “Modern” innovation 80 years ago and explained it simply. We are well overdue for disruption to this legislation and bring in a new approach that manages fatigue impairment.

This has been talked to a standstill for too long. 80 years is enough. We are in the 21st century.

80-year Fatigue Management Report Card

- It now takes an extra 140 pages to describe what was once one page (Fatigue law is now 1/5 of HVNL)
- Now the electronic log book has been introduced (automating the 80-year-old thinking)

- No introduction of science to the approach (for example eye monitoring, impairment assessment, or testing technologies)
- A 700% increase in the number of offences - 104 in total (including crossing out pages, failing to tick a day, not signing a page and the list goes on).
- Enforcement is now applied in 15-minute increments, but appropriate rest areas not available at least every two hours on major networks.

New Pilot and Escort Requirements in SA

Pilot and escort requirements in South Australia have recently been reviewed for daytime travel, night travel and convoy travel and are now available on the *Oversize and Overmass vehicles* page at www.sa.gov.au/heavyvehicles

The review includes the following changes:

- Formalisation of days / times when travel may not be permitted
 - South Australia Police (SAPOL) have advised that for the safety to other road users, movement of escorted oversize vehicles during public holidays, public holiday periods (long weekends), and major events (e.g. Tour Down Under), Christmas/New year should be avoided.
 - These exclusion times also align with interstate counterparts
 - As a road manager, we no longer issue the permit, therefore this change will also enable DPTI to uphold longer consent durations, with set exclusion periods.
- Convoy Travel has been adjusted so that the day and time of travel is at the discretion of the SA Police Escort Section
 - This will enable greater flexibility of rostering and movement of vehicles
 - The number of escorts are flexible (with a maximum of 4) to allow SA Police to travel during the hours of darkness (should they deem it necessary to clear the Adelaide Metro area prior to curfew) and then reduce for the rest of the journey.
- Night Travel
 - Clarification on the dimensions for night travel in the Adelaide Metropolitan Area.
 - Night Travel in the SA Country Area will be considered on a special assessment.
- Areas where additional escorts are required
 - The identification of areas where SAPOL or the road manager have identified that will require additional escorts (to the minimum outlined) for safety to other road users.
- Revised the **minimum** pilot and escort requirements for the Adelaide Metropolitan Area and SA Country Area.

The revised conditions will be applied to any new road manager consents effective immediately. To request amendments to your existing permits, apply via the NHVR Portal by:

1. Log in to the NHVR Portal (www.service.nhvr.gov.au)
2. Navigate to the *Permit Library*
3. Select the checkbox corresponding to the Permit to be amended
4. From the Actions tab select *Apply for Amendment*
5. In the New Permit Application, select *Amend route conditions* from the amend options
6. Add required information – noting that you would like to amend the pilot and escort conditions and click next.
7. For more information visit: <https://help.nhvr.gov.au/online-permit-system-4/help-centre-customer/permit-library-permit-actions/amend-an-existing-permit-in-the-permit-library>

For more information visit: <https://www.sa.gov.au/topics/driving-and-transport/heavy-vehicles/operating-a-heavy-vehicle/oversize-and-overmass-vehicles>

Road Works: Road Closure, Moss Vale Rd

Gareth Ward, Member for Kiama, has advised that Roads and Maritime Services will carry out work on Moss Vale Rd from 19 to 21 August between 8pm and 4am, weather permitting. As a result, Moss Vale Rd will be closed between Kangaroo Valley Rd and Barfield Rd and detours will be in place.

Changed Traffic Conditions: Wattle St, Haberfield

The WestConnex Delivery Authority has advised the following changed traffic conditions on Wattle St, Haberfield from 8pm Friday, 10 August 2018:

- Right turn permitted from Wattle Str (eastbound) into Ramsay Str towards Haberfield.
- There will be two right turn lanes from Wattle St (westbound) into Ramsay St towards Five Dock.
- Road users travelling westbound on Wattle St wanting to turn left onto Parramatta Rd (eastbound) must stay in the left lane, all other traffic is to stay right.

Further information is available from www.westconnex.com.au/traffic.

Infrastructure Update

Significant infrastructure milestones achieved since 25 July include:

- Completion of the upgrade of the Gundy Creek bridge in Wellington on Renshaw McGirr Way between Yeoval and Wellington enabling HML access.
 - Extended clearways are now operational in both directions on the following route:
 - Elizabeth Dr from M7 Motorway, Cecil Hills to Hume Hwy, Liverpool. (both directions):
 - 6am to 7pm on weekdays.
 - 8am to 8pm on weekends and public holidays.
-

Road Works Update

The following road works may impact your operations:

Suburb/Town	Road	Date/s	Work Times
Ashfield	Frederick St at John St and Henry St intersections	14/5-4/9/18	8pm-5am Sun-Fri 10am-3.30pm Mon-Fri (6 shifts only)
Brooklyn-Mooney Mooney	Old Pacific Highway, Peats Ferry Bridge	18/6-14/9/18	7am-6pm Mon-Fri 7am-3pm Sat
Campbelltown	Narellan Rd and Appin Rd	14/6-3/9/18	8pm-5am Sun-Fri 7am-6pm Mon-Fri 7am-1pm Sat
Caringbah	Cnr Kingsway and Gannons Rd	14/5-30/8/18	8pm-5am Sun-Fri
Caringbah	Cnr Kingsway and President Ave	12/8-15/11/18	8pm-5am Sun-Fri
Cowan	Pacific Hwy, from 300m south of Pacific Motorway underpass to 350m south of Glendale Rd	18/6-17/8/2018	7am-5pm Mon-Fri
Cowan	Pacific Motorway from about 700m south of the Pacific Hwy overpass for about two km north	17/6-28/9/2018	8pm-5am Sun-Sat
Eastern Creek	Intersection Great Western Hwy, Doonside Rd and Brabham Dr	late June-21/12/2018	8pm-5am Sun-Fri 7am-6pm Sat
Glenmore Park - South Penrith	The Northern Rd from Glenmore Parkway to Jamison Rd	5/7-3/9/18	7pm-7am Mon-Sun
Greystanes	Cnr Cumberland Hwy and Merrylands Rd	Till mid 2019	8pm-5am Sun-Fri 7am-6pm Mon-Fri 8am-1pm Sat
Homebush-Haberfield	Various locations on Parramatta Rd. Includes lane closures and road closures at some intersections.	Till early 2019	
Liverpool	Cnr Hume Hwy, Copeland St, Hoxton Park Rd and Macquarie St and cnr Hume Hwy and Rose St	25/6-31/8/18	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
Mays Hill to Lapstone	M4 Motorway from Pitt St, Mays Hill and Russell St, Lapstone	2/7-28/9/18	6pm-7am Sun-Fri. 7am-6pm Mon-Fri 8am-1pm Sat
Mulgoa	Mulgoa Rd 600m south west of Glenmore Parkway, and from Mayfair Rd to St Thomas Rd	13/8-13/12	8am-5pm Mon-Fri.
Narrabeen	Deep Ck Bridge, Wakehurst Parkway, from Caley Trail to Elanora Rd.	28/5-26/10/18	7am-5pm Mon-Fri 8am-1pm Sat
North Richmond	Intersection Bells Line of Road/Terrace Rd and Grose Vale Rd	2/7-29/9/18	7pm-7am Sun-Fri. 7am-7pm Mon-Fri 8am-1pm Sat
Penrith-St Marys	M4 Motorway from Mulgoa Rd to Mamre Rd	1/8-31/10-18	8pm-7am Sun-Fri 7am-6pm Mon-Fri 8am-1pm Sat
Prospect	Cnr Great Western Hwy and Blacktown Rd	10/6-30/11/18	8pm-5am Sun-Fri 7am-6pm Mon-Fri 7am-1pm Sat
Zetland-Botany	Southern Cross Dr from Link Rd to Botany Rd	6/6-26/10/18	8pm-5am Sun-Fri. 7am-6pm Mon-Fri 8am-1pm Sat

ARTIO NSW Events

ARTIO NSW will hold the following event in August:

- Tuesday, 14 August – Breakfast Briefing, Breakfast Point Country Club, 72 Village Dr, Breakfast Point:
 - *Understanding the New Load Restraint Guide*, guest speaker Mike Robertson, Managing Director and Engineering Manager, Engistics; and
 - *Effective Management to Reduce Workers Compensation Costs*, guest speakers, Robert Wood, Managing Director and Craig Simpson, General Manager, WCD Consulting.

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

Economic and Industry Indicators

Indicator/Source ¹	As at	Unit of Measure	Quantity	Annual % Variation
GDP latest quarter (ABS)	Mar Qtr 2018	\$m	436,388	2.8
CPI (ABS)	Jun Qtr 2018	Per cent		2.1
Cash rate (RBA)	Current	Per cent	1.5	

¹ ABS – Australian Bureau of Statistics; RBA – Reserve Bank of Australia; AIP – Australian Institute of Petroleum; FCAI – Federated Chamber of Automotive Industries; TIC – Truck Industry Council/’Prime Mover’ latest issue.

Estimated residential population (ABS)	8 August 2018	Million	25,001	1.9
Retail turnover (ABS)	Jun 2018	\$m	26,777	3.1
Actual new capital expenditure (ABS)	Mar Qtr 2018	\$m	29,873	4.1
Inventories held by private business (ABS)	Mar 2018	\$m	156,868	0.2
Dwelling unit approvals (ABS)	Jun 2018	Number	18,736	2.1
Manufacturers Income (ABS)	Mar 2018	\$m	83,550	3.7
TEUs Port Botany (NSW Ports)	11 months ending May 2018	Number	2,396,097	7.3
Employed persons (ABS)	Jun 2018	Million	12,563	2.6
Unemployment rate(ABS)	Jun 2018	Percentage	5.5	-0.2
Wage price Index (ABS)	Mar Qtr 2018	Per cent		
All employees				2.1
Transport, postal and warehousing				1.7
New motor vehicle sales (FCAI)	Jul 2018	Number	85,551	-7.8
Cab Chassis/Prime Mover Sales (TIC)	5 months ending May 2018	Number	16,925	21.7
Vans (TIC)	5 months ending May 2018	Number	3,045	5.4
AIP Terminal Gate Price-Diesel-Sydney	8 Aug 2018	Cents/litre incl. GST	137.8	24.0

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