



ARTIO
Australian Road Transport
Industrial Organisation

New South Wales Branch

PO Box 277
HURSTVILLE NSW 2220
Tel: 0412 880861
Fax: 02 9579 2333
Email: hughmc@artionsw.com.au
ABN: 93149961882

The Courier

Information and Advice for NSW Transport Operators

Newsletter Vol. 4 No. 19: 7 December 2018

Contents

1. NHVR Approves Industry Master Code of Practice
2. NHVR Christmas/New Year Operations
3. Christmas/New Year Access Restrictions
4. NHVR Commits to Improved Targeting of Compliance Activities
5. SafeWork NSW Safety Alert – Tailgates on Tipper
6. Economic Growth More Subdued in the September Quarter
7. ACCC Warning: Hackers Targeting Businesses' Emails in Sophisticated Scam
8. NSW Ports Commits \$120m to Boost Port Botany Rail Capacity
9. Vale Peter Rocke
10. Updated NHVR Information Sheets
11. Updated NHVR Notice
12. NHVR Releases New App Linking Operators to Heavy Vehicle Registration
13. Digital Driver Licence Trial Underway in Sydney's Eastern Suburbs
14. Infrastructure Update
15. Road Works Update
16. Economic and Industry Indicators

NHVR Approves Industry Master Code of Practice

Joint media release, Hon Michael McCormack, Deputy Prime Minister and Minister for Infrastructure and Transport, Sal Petrocitto, CEO, National Heavy Vehicle Regulator, Ben Maguire, CEO, Australian Trucking Association and Lachlan Benson, Interim CEO, Australian Logistics Council, 29 November 2018

A new set of national standards and procedures has been approved by the National Heavy Vehicle Regulator (NHVR) for industry to follow, to help drive better safety outcomes.

Development of the new Industry Master Code of Practice resulted from a \$433,000 investment through the NHVR's Heavy Vehicle Safety Initiative, which is supported by the Federal Liberal and Nationals' Government.

Deputy Prime Minister and Minister for Transport and Infrastructure Michael McCormack welcomed release of the new Industry Master Code of Practice which was developed by the Australian Trucking Association and the Australian Logistics Council.

Mr McCormack said the new initiative will provide clear directions and guidelines for all operators to follow, to improve safety outcomes and help meet their obligations under the national Heavy Vehicle National Law.

"Australia's heavy vehicle industry is taking a voluntary lead to further boost safety by developing this Master Code which establishes national standards to manage heavy vehicle compliance," Mr McCormack said.

"The NHVR has assessed this Code against its guidelines and approved it for industry-wide adoption.

“The Master Code is the culmination of almost 15 months of work beginning at a workshop attended by 20 industry leaders in August last year.”

Mr McCormack said the Master Code was an important step in providing additional guidance required by heavy vehicle operators, to boost safety.

“There were 191 fatalities involving heavy vehicles and buses across Australia last financial year and while this number is trending downward, there is much more work to do,” he said.

“The Master Code will provide the guidance and examples to assist supply chain parties and Executive Officers in managing their safety duty and due diligence obligations.

This is all part of the Federal Government’s work investing in the future – through our \$75 billion 10-year infrastructure plan – to ensure Australians can get home sooner and safer.”

NHVR CEO Sal Petrocchio said the Master Code was comprised of four chapters to identify risks and control measures for key areas of 1) speed 2) fatigue 3) vehicle standards and 4) mass, dimension and loading.

“The code incorporates technical standards and other guidance material such as the load restraint guide and provides examples of risk controls, while making it clear that adopters must develop and adhere to business practices unique to their operations,” Mr Petrocchio said.

ATA CEO Ben Maguire said the Master Code could also be used as evidence of what is known about risks and control methods associated with Heavy Vehicle National Law compliance.

“The court can use the same document to determine what was reasonably practicable in a given circumstance,” Mr Maguire said.

“The code was developed by the industry itself through extensive consultation and I particularly want to thank our project manager, Peter Elliot, for his exceptional work on this vital safety initiative.”

ALC Interim CEO Lachlan Benson said the Master Code would provide all parties in the heavy vehicle supply chain with the tools they need to conduct a risk assessment on their business.

“It gives businesses another level of certainty by equipping them with tools that help to identify transport risks, assess those risks, and install reasonably practicable control methods to meet the requirements of the law.

“The development of the Master Code is a powerful demonstration of this industry’s determination to improve safety for all road users.”

The Master Code of Practice is available on the NHVR website at www.nhvr.gov.au/mastercode.

NHVR Christmas/New Year Operations

The NHVR has announced that the NHVR office will close from Tuesday, 25 December to Tuesday, 1 January 2019 inclusive for the Christmas/New Year break.

The NHVR call centre will be closed on the national public holidays and open all other business days from 8am–6pm (AEDT). During this time, the NHVR will continue to process access permit applications, but it will not be processing any other types of applications (i.e. fatigue, NHVAS, PBS or vehicle standards).

The NHVR reminds transport operators that other road managers, such as local governments, may have limited or no services available during the Christmas/New Year period which may delay the assessment and consent process.

Further enquiries regarding road manager operating hours and levels of service should be made directly with the relevant council or agency.

Christmas/New Year Access Restrictions

The NHVR advises that travel restrictions will be in place for certain Class 1 heavy vehicles as outlined below.

Australian Capital Territory

No specific Christmas restrictions in place.

New South Wales

- [Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice 2016 \(No. 1\) \(PDF 1.2MB\)](#)
- [National class 1 special purpose vehicle notice 2016 \(no. 1\) \(PDF, 1.5MB\)](#)

Details of the travel requirements during Christmas holiday 2018/19 Christmas holiday period can be found on the NSW Roads and Maritime Services website at www.rms.nsw.gov.au/business-industry/heavy-vehicles/road-access/restricted-access-vehicles/oversize-overmass/index.html#State-wideoversizeholidaycurfews and are outlined in the following fact sheets:

- [Load carrying vehicles \(PDF, 116KB\)](#)
- [Agricultural Vehicles \(PDF, 107KB\)](#)
- [Special purpose vehicles \(PDF, 103KB\)](#)

Please visit the NHVR website, www.nhvr.gov.au, or the relevant road agency, for details of access conditions in other jurisdictions covered by the National Heavy Vehicle Law.

The NHVR also advised that for vehicles operating under a permit, operators should check the permit's conditions to establish whether Christmas or public holiday travel restrictions are explicitly listed or are referenced in related notices.

NHVR Commits to Improved Targeting of Compliance Activities

The industry can expect improved targeting of compliance activities by law enforcement agencies as they operate across state borders, according to the NHVR.

NHVR Director Regulatory Compliance, Tony Martin said the NHVR's final National Compliance and Enforcement Policy included principles on how agencies should tackle high-risk behaviors and noncompliance in the heavy vehicle industry.

"The Heavy Vehicle National Law is enforced by several different agencies across Australia, including Police, transport agencies and the NHVR," he said.

"Our transport enforcement agencies directly interact with heavy vehicle drivers and operators more than 320,000 times a year and the NHVR has released a Policy which outlines how those interactions will be more targeted and risk-based.

"The NHVR already undertakes heavy vehicle compliance activities in South Australia and Tasmania and we work closely with other agencies, particularly on national operations which target key areas such as fatigue and vehicle maintenance," he added.

The Policy aligns with the NHVR's Strategic Directions documents and will lead to more consistency around targeted compliance and high-risk activities.

The full policy is available at www.nhvr.gov.au/safety-accreditation-compliance/on-road-compliance-and-enforcement.

SafeWork NSW Safety Alert – Tailgates on Tipper

SafeWork NSW has issued a reminder of the hazards associated with working with tippers of when being in proximity of the rear tailgate while tipping. The hazards include being struck by an unsupported tailgate or being engulfed by the sudden release of material.

This Safety Alert was issued on 30 November after a worker sustained serious injuries whilst operating the grain chute in the tailgate of an elevated tipper body.

According to SafeWork NSW, initial investigations suggest at the time of the incident the tipper body was inclined and the tailgate was closed. The inclination of the tipper body caused the material within the tipper body to place excessive forces on the tailgate. As a result, the tailgate failed and the material within the tipper body suddenly released, engulfing the operator. Investigations into the incident are ongoing.

SafeWork NSW says that tailgates on tipper bodies may not be designed to withstand loads during tipping. Therefore, if the tipper body is raised while the tailgate is closed, there is a risk of the tailgate suddenly and unexpectedly opening.

SafeWork NSW encourages stakeholders with obligations under WHS law to refer to the operation manual and consult with the manufacturer to determine the operating conditions of the tipper /tipper body.

SafeWork NSW also advises that grain chutes should only be used for materials which are free-flowing when the tipper body is in the horizontal position, and for materials which do not expose the operator to hazards e.g. heat and dust.

It also says that the weight of tailgates may expose workers to possible crushing or shearing hazard. Its advice is to never work under a suspended load, including raised tailgates.

It says that people who work with tippers should not approach or work in close proximity to the rear tailgate while the tipper body is inclined. This includes when undertaking cleaning or maintenance.

The operation of grain chutes, if any, should only occur when the tipper body is in the horizontal position and the truck is parked on a firm, level surface.

Designers and manufacturers of tipper and tipper bodies also have specific duties under the Work Health and Safety legislation. They must, so far as is reasonably practicable:

- Ensure the tipper and/or tipper body is designed and manufactured to be safe for any person who carries out a foreseeable activity with it or any person who is near it while activities such as manufacture, assembly, operation, maintenance or cleaning are being carried out;
- Carry out the necessary calculations, analysis, testing or examination to ensure the tipper and/or tipper body is safe, or arrange for them to be carried out. This includes compliance with the loading performance standards set out within the Heavy Vehicle (Mass, Dimension and Loading) National Regulation;
- Provide information regarding the purpose of the design, the results of any calculations, testing etc., and any conditions necessary to ensure the tipper and/or tipper body is manufactured, assembled, operated, maintained, cleaned etc. safely. This may include, for example, an operation manual that identifies the hazards that have not been managed within design and which are unique to the design.

SafeWork NSW says designers must identify all foreseeable hazards and eliminate those hazards within the design. If it is not reasonably practicable to eliminate the hazards, the associated risks must be managed in accordance with the hierarchy of controls. Examples of control measures include:

- Excluding grain chutes from the design when the tipper bin will be used exclusively for materials that do not flow easily;
- Ensuring grain chutes must be operated from the side of the tipper bin, eliminating the need for the operator to work behind the tailgate.
- In the design of the tailgate:
 - Integrated operating functions, preventing the tipper body to be raised unless the tailgate is unlocked.
 - Over centre locking mechanisms, screw locks, additional brake boosters, grain locks etc.
 - Physical and/or electrical indicators, from which the operator can clearly identify whether the tailgate is in the locked or unlocked position without the need to be near the tailgate.

SafeWork NSW says further information is available from the following:

- *Work Health and Safety Act 2011 (NSW)* and *Work Health and Safety Regulation 2011*.
- SafeWork NSW Code of Practice: Managing the risk of plant in the workplace.
- National Transport Commission - Load Restraint Guide 2018.
- National Heavy Vehicle Regulator - Law and Regulations.
- Australian Standard AS:4024.1 - 2014 Safety of Machinery.
- Through SafeWork NSW at www.safework.nsw.gov.au or 13 10 50.

Economic Growth More Subdued in the September Quarter

The Australian economy grew by 0.3 per cent in the September 2018 quarter, according to figures released by the Australian Bureau of Statistics. Slower economic growth in the quarter contributed to a fall in annual economic growth to 30 September of 2.8 per cent, compared to 3.1 per cent for the year ending 30 June.

Underpinning more subdued growth as been falls in residential construction, consumer spending and business investment.

Market economists expect the slowdown in the rate of economic growth may prolong current Reserve Bank of Australia interest rate settings.

ACCC Warning: Hackers Targeting Businesses' Emails in Sophisticated Scam

Adapted from media release, Australian Competition and Consumer Commission Deputy Chair, Delia Rickard, 26 November 2018

Scamwatch, a unit of the Australian Competition and Consumer Commission, is calling on businesses to urgently review how they verify and pay accounts and invoices as reports of business email compromise (BEC) scams to Scamwatch have grown by a third this year.

"This is a very sophisticated scam, which is why many businesses only realise they've been caught out once it's too late," ACCC Deputy Chair Delia Rickard said.

According to the ACCC, BEC scams occur when a hacker gains access to a business's email accounts, or 'spoof' a business's email so their emails appear to come from the company. The hacker then sends emails to customers claiming that the business's banking details have changed and that future invoices should be paid to a new account. These emails look legitimate as they come from one of a business's official email accounts. Payments then start to flow into the hacker's account.

In other variations of the scam, the ACCC says the hacker will send an email internally to a business's accounts team, pretending to be the CEO, asking for funds to be urgently transferred to an off-shore account.

Hackers can also request salary or rental payments be directed to a new account.

Ms Rickard said businesses have reported losses to these scams totalling \$2.8 million to Scamwatch in 2018 with the average loss totalling nearly \$30,000.

"Effective management procedures can go a long way towards preventing scams, so all businesses should firstly be aware these scams exist and that their staff know about them too," Ms Rickard said.

She said businesses should consider a multi-person approval process for transactions over a certain dollar threshold and keep their IT security up-to-date with anti-virus and anti-spyware software and a good firewall.

Businesses should also check directly with their supplier if they notice a change in account details.

The ACCC advises businesses affected by BEC scams to contact their financial institution immediately and consider professional IT advice to ensure their email systems and data are secure from hackers.

Businesses can report scams to www.scamwatch.gov.au, and also subscribe to Scamwatch on Twitter and Scamwatch radar alerts to keep up to date with the latest scams affecting the business community.

NSW Ports Commits \$120m to Boost Port Botany Rail Capacity

Adapted from media release, NSW Ports' CEO, Marika Calfas, 27 November 2018

NSW Ports is set to invest in 'on-dock' rail infrastructure capacity at each of the three container terminals at Port Botany, commencing in 2019, according to NSW Ports' CEO, Marika Calfas.

Ms Calfas said under the plan, investment will be staged, with stevedores being required to invest in rail operating equipment to meet target terminal capacities.

Ms Calfas, Chief Executive Officer, NSW Ports said that growth in the volume of containers on rail is a key objective in NSW Ports' Masterplan. She said this investment will build greater rail capability at the port and will support the NSW Government's investment in completing the Port Botany rail duplication and ongoing investments in large scale intermodal rail logistics centres at Enfield and Moorebank.

She said that NSW Ports will invest \$120 million to create new on-dock rail capacity at Patrick's Port Botany Terminal. According to Ms Calfas, the new rail terminal will ultimately deliver 1 million TEU capacity.

She said NSW Ports plans similar investments at the other two container terminals.

Ms Calfas said the investment will reduce the growth in truck movements around the port.

Michael Jovicic, Chief Executive Officer, Patrick said that under an agreement with NSW Ports, Patrick will also invest \$70 million in operating equipment and systems to deliver 1 million TEU capacity.

Ms Calfas said NSW Ports will implement an increase of \$3.08 per TEU in wharfage fees on full imports and exports from 1 July 2019.

She said work will begin next year and is planned for completion by 2023. Rail operations at Patrick are expected to continue during the construction period.

Vale Peter Rocke

Adapted from advice, Victorian Transport Association

The Executive Council and Secretariat of the Victorian Transport Association extends its deepest sympathies and condolences to the family and friends of Peter Rocke, who passed away last night.

Peter was a doyen of the road transport industry and a significant supporter of the VTA, serving as President in 1987 when the association was then known as the Victorian Road Transport Association.

Peter was also heavily involved in related industry groups and spent much of his working life advocating for better conditions for freight operators through his involvement with the VTA, and later the Road Transport Forum (now the Australian Trucking Association), the Australian Road Transport Federation and the National Freight Forwarders Association.

His great-grandfather started the family business carting supplies from Melbourne to the Bendigo goldfields in the 1850s. Peter joined the family business E.A. Rocke in 1955 at the persuasion of his father, Gerald.

He remained with the business through its eventual acquisition by F.H. Stephens, which was later acquired by Mayne Nickless. Peter worked in numerous senior roles with Mayne Nickless.

Road freight operators owed a debt of gratitude to Peter Rocke for his lifelong service to the transport industry. Along with his highly visible roles advocating for the industry through the VTA and other associations,

Peter mentored many people in the transport industry and did a lot of work to raise the working and safety standards for sub-contractors and owner-drivers.

As Chairman of the Port of Melbourne for several years, Peter was heavily involved in reform at the waterfront in the 1990s, and as a skilled industrial relations specialist he was always available to offer advice and support.

Updated NHVR Information Sheets

The NHVR has published new and updated information sheets.

New publications are:

- PBS vehicles carrying dangerous goods.
- Road Train Speed Limits information sheet

Updated publications are:

- Mass Import Management Scheme (MIMS).
- Mass Export Management Scheme (MEMS) Information Bulletin.
- Mass limits for twin steer prime movers towing tri-axle semitrailers information sheet.
- General access for PBS Level 1 heavy vehicles operating at General Mass Limits.

- Road Train Access in Victoria information sheet.
- Higher Productivity Freight Vehicles A-Doubles information sheet.
- Port Low Loader Scheme.

These information sheets and others are available on the NHVR website at www.nhvr.gov.au/about-us/publications or www.nhvr.gov.au/law-policies/notices-and-permit-basedschemes.

Updated NHVR Notice

The NHVR has published the National Class 3 19m Truck and Dog Trailer Mass Exemption Notice 2018.

This notice will replace the National Class 3 19m Truck and Dog Trailer Mass Exemption Notice 2014, that provides access to truck and dog trailer combinations that are greater than 19m long.

To find out more go to: www.nhvr.gov.au/files/201811-0944-infosheet-national-class-3-truck-and-trailer-massexemption-nptice-2018.pdf.

NHVR Releases New App Linking Operators to Heavy Vehicle Registration

Heavy vehicle operators and supply chain parties can now check the registration status of their fleet on a mobile phone app, no matter which state their vehicles are located, according to NHVR CEO Sal Petrocchio.

Mr Petrocchio said the free NHVR Registration Checker app enabled drivers and supply chain parties to check that a vehicle is registered before loading or hopping behind the wheel.

He said the registration app is national in scope and specifically applies to heavy vehicles.

He also said it will allow checks no matter in which state the heavy vehicle is registered.

Mr Petrocchio said a transport operator can check a vehicle's registration by entering it into the app or take a picture of a registration plate before downloading the vehicle's registration status.

He said this is yet another step to provide uniform services across state borders.

The NHVR Registration Checker app is free to download and use and is compatible with Android and IOS versions, available by [clicking here for the iTunes App Store](#) or [here for Google Play](#). Users will also be able to dial the Heavy Vehicle Confidential Reporting Line from within the app.

Digital Driver Licence Trial Underway in Sydney's Eastern Suburbs

Adapted from media release, Hon Victor Dominello, Minister for Finance, Services and Property, 30 November 2018

Drivers based in Sydney's eastern suburbs can now participate in the NSW Digital Driver Licence (DDL) trial, with the technology going live and available via the Service NSW app.

Participants who opt-in can use their DDL, accessible on a mobile phone, for proof of identity as well for roadside police checks in the trial area.

Minister for Finance, Services and Property Victor Dominello said legislation was approved by State Parliament earlier in the year enabling a state-wide rollout, which is expected next year on an opt-in basis, following feedback on this trial.

"The DDL is hosted securely on the new Service NSW app, locks with a PIN and can be accessed offline. It will provide additional levels of security and protection against identity fraud, compared to the plastic driver licence, Mr Dominello said".

Eligible drivers in postcodes 2022, 2024, 2026, 2031 and 2034 will be able to register and use their DDL.

To participate, eligible licence holders will need to create a MyServiceNSW Account at www.service.nsw.gov.au, download the Service NSW mobile app on their smartphone and opt-in for the DDL. Further information is available at www.service.nsw.gov.au/digital-driver-licence.

Infrastructure Update

Significant infrastructure milestones achieved since 23 November include:

- Improvements to the intersection, Bruxner Highway and Ballina Road Alstonville.

Operation of extended clearways on the following routes:

- **Cabramatta Rd from Cumberland Hwy to Hume Hwy Cabramatta** in both directions from 10 December 2018 from:
 - 6am to 7pm on weekdays
 - 9am to 6pm on weekends and public holidays.
 - **Hume Hwy from Cumberland Hwy, Liverpool to Henry Lawson Dr, Villawood** in both directions from 10 December 2018 from:
 - 6am to 7pm on weekdays.
 - 9am to 6pm on weekends and public holidays.
-

Road Works Update

The following new road work alerts may impact your operations. Please refer to earlier editions of *The Courier* for other current road works.

Please note, RMS advises there will be no planned road works undertaken from 22 December to 5 January inclusive.

Suburb/Town	Road	Date/s	Work Times
Carlingford	Cnr Pennant Hills Rd and Westminster Ave	7/1-26/4/19	7am-5pm Mon-Fri 8pm -5am Sun-Fri
Colyton	Cnr Great Western Hwy and Hewitt St	3/12/18-31/1/19	8pm-5am Sun-Fri 7am-5pm Mon-Fri
Edgecliff	New South Head Rd from Ocean St to Henrietta St	7/12-19/12/18	8pm-5am Sun-Thu
Huntley's Point	Victoria Rd over Burns Bay Rd	7/12/18-15/2/19	8pm -5am Sun-Fri
Katoomba	Great Western Hwy from Bowling Green Ave to Whitton St	7/1-26/4/19	9pm-5am Sun-Fri
Landsdowne	Hume Hwy corner Henry Lawson Dr and Woodville Rd	Mid Jan-Jun 19	8pm-5am Sun-Thu
Lansvale	Cnr Hume Hwy and Landsdowne Rd	7/1/-29/3/19	7pm-5am Sun-Fri. 7am-6pm Mon-Fri 8am -1pm Sat
Leura	Great Western Hwy 300m east and west of Willow Park Ave; Leura Mall off ramp	16/1-3/3/19	8pm-5am Sun-Fri
Middleton Grange	Cowpasture Rd from Hoxton Park Rd to M7 Motorway	14/1-22/3/19	9pm-5am Sun-Fri
Taren Point	Taren Point Rd from Kingsway to Beresford Rd	7/12-19/12/18	8pm-5am Sun-Thu

Economic and Industry Indicators

Indicator/Source ¹	As at	Unit of Measure	Quantity	Annual % Variation
-------------------------------	-------	-----------------	----------	--------------------

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.

GDP latest quarter (ABS)	Sep Qtr 2018	\$m	461,647	3.0
CPI (ABS)	Sep Qtr 2018	Per cent		1.9
Cash rate (RBA)	Current	Per cent	1.5	
Estimated residential population (ABS)	7 Dec 2018	Million	25,159	1.9
Retail turnover (ABS)	Oct 2018	\$m	26,966	3.5
Actual new capital expenditure (ABS)	Sep Qtr 2018	\$m	29,434	0.1
Inventories held by private business (ABS)	Sep 2018	\$m	161,858	1.7
Dwelling unit approvals (ABS)	Oct 2018	Number	16,983	-13.9
Manufacturers Income (ABS)	Sep 2018	\$m	83,802	0.5
TEUs Port Botany (NSW Ports)	4 months ending Oct 2018	Number	924,174	4.2
Employed persons (ABS)	Sep 2018	Million	12,640	2.4
Unemployment rate(ABS)	Sep 2018	Percentage	5.2	-0.3
Wage price Index (ABS)	Sep Qtr 2018	Per cent		
All employees				2.3
Transport, postal and warehousing				2.5
New motor vehicle sales (FCAI)	Nov 2018	Number	93,860	-7.4
Cab Chassis/Prime Mover Sales (TIC)	9 months ending Sep 2018	Number	26,001	18.4
Vans (TIC)	9 months ending Sep 2018	Number	4,664	7.3
AIP Terminal Gate Price-Diesel-Sydney	7 Dec 2018	Cents/litre incl. GST	125.8	2.1

DISCLAIMER: This document is an information source only. Despite our best efforts, ARTIO NSW makes no statements, representations or warranties about the accuracy or completeness of the information and disclaims responsibility for all liability for all loss or damage you might incur as a result of the information being inaccurate or incomplete in any way, and for any reason. The information contained in this document is not intended to be nor should it be relied upon as a substitute for legal or other professional advice.
