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Information and Advice for NSW Transport Operators

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RMS Announces Reforms to Heavy Vehicle Inspection Arrangements

RMS advises that it has made changes to booking arrangements for Heavy Vehicle inspections which it says are more efficient for operators and businesses.

Heavy Vehicle Inspection Scheme (HVIS) bookings can now be made up to 12 months in advance instead of 6 months.

RMS says this means inspections for fleets with similar registration expiry dates can be planned and staggered to minimise business impact.

Heavy vehicle inspections can be booked:

- Online at myrta.com/ibs.
- By telephoning: 1300 364 847; or
- In person at any Service NSW centre.

Updated Payment Terms, Times and Practices Report Released

The Australian Small Business and Family Enterprise Ombudsman, Kate Carnell, has released updated advice to the Minister for Small and Family Businesses, Skills and Vocational Education, Michaelia Cash, on payment terms, times and practices. T

The report, "Review of Payment Terms, Times and Practices", sought information on payment terms, times and practices from over 250 large businesses. While almost all companies approached provided the details requested, some did not.

Ms Carnell says a key learning from this review

"is the hesitancy of many large corporations to be transparent about their payment terms and, more importantly, how often they actually meet those terms....because they fear it makes them less competitive at the expense of their small business suppliers."

The report makes the following recommendations:

1. ASBFEO to develop an independent annual reporting framework, requiring businesses with over \$100 million turnover, which will capture foreign companies and government entities, to publish their payment practices by:
 - a. Establishing and maintaining a register of their payment terms offered to small business.
 - b. Including performance against stated terms, updated at least annually.
 - c. Establishing a small business payment times and practices complaints portal.
 - d. Conducting poor practice deep dive reviews of large businesses, industry or government sector supply chains.
 - e. Highlighting best practice.
2. ASBFEO to work with the Government on its initiative to modernise business registers to enable the identification of small business suppliers.
3. ASBFEO to work with the ACCC to review supplier terms and conditions including extended payment terms, termination clauses and non-disclosure agreements.
4. Where appropriate, mandatory Government industry codes that regulate business-to-business transactions to include minimum small business supplier payment terms.
5. ASBFEO to review the impact of supply chain finance strategies offered by large businesses to offset extended payment times, such as invoice factoring, on the cash flow of small businesses.
6. Adoption of e-invoicing, or other technology solutions, to improve invoice processing ASBFEO to review the costs, benefits and impediments to the uptake of e-invoicing and other technology solutions to improve the efficiency and accuracy of invoicing.
7. The Australian Government to mandate the use of deemed statutory trusts in the Australian Building and Construction Building Code for all public works and construction projects. To be effective this must cascade down the supply chain.

Further information is available from www.asbfeo.gov.au/sites/default/files/documents/ASBFEO-payment-times-report-2019.pdf.

NHVR Releases Simplified AFM Application Process

The NHVR has said that Advanced Fatigue Management will become easier to access for operators looking for flexibility in their work and rest hours with the roll out of the first instalment of a new AFM application kit.

NHVR Fatigue Specialist Andreas Blahous said that while AFM allows operators to propose their own hours and rules to meet their operational demands, the application process was difficult.

He said that the new AFM application kit and tools provide practical examples of how operators have used AFM in the past to meet their needs and the types of countermeasures they used to stay safe and manage the seven fatigue risk principles.

The NHVR's seven fatigue risk principles are:

- Work-related rest breaks (such as short rest breaks):
 1. Reduce the time spent continuously working in the work opportunity.
 2. The more frequent breaks from driving, the better.
- Recovery breaks (such as major rest breaks):
 3. Ensure an adequate sleep opportunity in order to obtain sufficient sleep.
 4. Maximise adequate night sleep.
 5. Minimise shifts ending between 00:00-06:00.
 6. Minimise extended shifts.
- Reset breaks (such as long periods of rest or extended leave):

7. Prevent accumulation of fatigue with reset breaks of at least 30 hours (and include two night periods, 00:00 – 06:00) between work sequences.

“When assessing the safety of flexible driving hours, we also look at the seven fatigue principles as well as the operator’s countermeasures, such as sleep, rest, the use of fatigue monitoring technology and other management practices.”

He said heavy vehicle crashes as a result of fatigue have fallen to less than 10 per cent in recent years, compared to more than one-in-four crashes in 2003.

The new application kits and tools are available to all operators through the NHVR website at www.nhvr.gov.au/afm.

TCA Releases Interoperability Fatigue Management Protocol

Adapted from media release, Transport Certification Australia, 18 April, 2019

Transport Certification Australia has released an interoperability protocol for fatigue management devices which, for the first time establishes a standardised way to transfer information, to ensure interoperability between different fatigue management devices and other connected devices in a vehicle.

TCA says three main objectives guided the development of the protocol:

- Enable standardisation and interoperability
- Remove barriers to the use of fatigue management devices
- Easy adoption across all technology providers.

TCA says the protocol responds to the growing use of fatigue management devices and the need for them to talk to connected telematics devices, and vice versa, in a consistent manner.

The protocol, which forms part of the National Telematics Framework, has been designed to provide interoperability for the use of telematics and fatigue management devices across all users and industry sectors.

A copy of the protocol is available from www.tca.gov.au/81-tca/289-telematics-drowsiness-device-communications-protocol

NTC Releases Findings of World Leading Fatigue Project

The Cooperative Research Centre for Alertness, Safety and Productivity heavy vehicle driver fatigue report, which was commissioned by the National Transport Commission, has released its findings into the impact of work-rest scheduling features on alertness and drowsiness in order to inform fatigue policy.

The CRC research team used alertness monitoring technology and involved over 300 driver shifts; and collection and evaluation of retrospective alertness monitoring data from more than 150,000 shifts between 2015 and 2018.

This world-leading research, which was done in conjunction with industry partners, is the first international large scale project of its type

Four different data sets were used to evaluate the impact of timing and duration of shifts, the number and pattern of consecutive shifts, and duration and timing of rest breaks on alertness and drowsiness events, with consistent findings from the different project elements.

The main findings were:

- Shifts longer than 12 hours were associated with at least a twofold increase in drowsiness events. Increase in risk occurred after 6-8 hours when on shifts starting in the afternoon to evening and after 15 hours for day shifts starting before 9am.
- The impact of shift duration was altered by the number of consecutive shifts. After 5 consecutive shifts the rate of drowsiness events doubled at 13 hours and tripled by 15 hours into the shift but this was delayed for shorter shift sequences.

- There was a modest increase in drowsiness events in the first 3 hours of the shift for early shifts starting between midnight and 6am (approximately 1.5 times the alert rate), but this then stabilised during day driving for shifts with a 3-6am start.
- The greatest alertness was evident for shifts starting between 6 and 8am for up to 14 hours .
- Driving at night was associated with impaired alertness (double the rate of drowsiness events between 10pm – 5am and triple from midnight to 3am).
- For night shifts there was substantial drowsiness after 8 or more hours of driving with a doubling of the drowsiness event rate, particularly after 6 or more shifts in a row.
- Drowsiness was substantial during the first 1 to 2-night shifts (first night shift effect), on long night shift sequences and with backward rotation of shifts (moving from night back to day or evening shifts).
- After long shift sequences of more than 7 shifts there was more than a doubling of drowsiness events for shorter rest breaks of 7 to 9 hours.
- Nose-to-tail shifts with 7 hour breaks only enabled 5 hours of sleep, a duration previously associated with a 3-fold increased risk for motor vehicle accidents. There was increased drowsiness for the first segment of driving (first 90 minutes, prior to lunch break) compared 4 to an 11-hour break. There was a higher rate of electroencephalography (EEG) microsleep events during driving in the nose to tail schedule, but this effect was not significant, perhaps due to small sample of drivers and a low rate of microsleeps.
- Although there was no evidence of abnormal driving performance, a larger study may be required to assess the impact of nose-to-tail shifts in more detail, under different working conditions. This assessment was a single shift with a night time break and daytime driving and no restriction on caffeine intake. There may be greater drowsiness effects with consecutive nose-to-tail shifts given the restricted sleep obtained, and if the break occurred during the day.
- Some drowsiness related events would not be identified in order to ensure the research findings were as accurate as possible. A doubling of the drowsiness event rate relative to driving in an alert state was used to indicate a substantial impairment in alertness, based on the doubling of accident risk at 0.05% blood alcohol content and was considered more accurate than relying on an absolute value.

A copy of the CRC report is available at [www.ntc.gov.au/Media/Reports/\(0FF2722E-5F5C-285E-8208-503A37BCC154\).pdf](http://www.ntc.gov.au/Media/Reports/(0FF2722E-5F5C-285E-8208-503A37BCC154).pdf).

TCA Grants E-Max OBM System Type Approval

Adapted from media release, Transport Certification Australia, 8 April, 2019

Transport Certification Australia has announced the type-approval of an E-Max Australia On-Board Mass system.

According to TCA, E-Max has been servicing the auto electrical and transport industries for two decades and prides itself on the high quality and standards of its solutions.

TCA said E-Max's Air-Weigh LoadMaxx has been granted approval in OBM Category A. Category A OBM systems electronically display mass information to drivers or loaders.

It said that all categories of type-approval are subject to an assessment of the performance-based requirements contained in the OBM System Functional and Technical Specification, which the E-Max OBM System meet.

Further information on TCA's functional and technical specifications for OBM is available from www.tca.gov.au/ntf/specifications/obm-spec.

Further information on E-Max's product range is available from www.e-max.com.au.

New Speed Monitoring Camera Installed on the Federal Hwy

Adapted from joint media release, The Hon Chris Steel MLA, ACT Minister for Roads and Sal Petrocchio, CEO, National Heavy Vehicle Regulator, 11 April, 2019

The ACT Minister for Roads, Chris Steel, has said ACT roads will be safer with the roll out of new heavy vehicle monitoring cameras on both sides of the Federal Highway near the NSW border.

He said these cameras will help to ensure drivers of heavy vehicles comply with load limit regulations and avoid deadly driver fatigue.

“In conjunction with the National Heavy Vehicle Regulator (NHVR), these cameras will integrate with others placed at key points across the nation to help ensure safety is maintained for all road users,” Mr Steel said.

“The high-tech monitoring cameras have been rolled out in states across Australia over the past two years to encourage safer driving practices,” NHVR CEO Sal Petrocchio said

Mr Petrocchio said data from the cameras in the ACT will feed into the National Compliance and Information System to collect real time monitoring and compliance data and will allow authorities to better detect risky behaviour and unsafe practice on our roads.

SafeWork NSW Releases Updated Working at Heights Advice

SafeWork NSW has released updated information on risks related to working at heights.

It says these incidents largely happen in the construction, manufacturing, transport, postal and warehousing and agriculture industries.

SafeWork NSW says more than 12,000 workers were injured after falling from a height between 2014 and 2017. 25 died and more than 240 were permanently disabled.

Further information is available from www.safework.nsw.gov.au/hazards-a-z/working-at-heights.

Bicycle NSW Launches Heavy Vehicle Standards Campaign, Praises Transport Operators

Adapted from media release, Bicycle NSW, 10 April 2019

Bicycle NSW has launched a campaign calling for safer heavy vehicle standards in a range of areas, including side underrun protection and blind spot sensors as a direct result of the serious injuries and deaths that had occurred to vulnerable road users.

It acknowledges that truck drivers do not want to harm or kill people, and says it wants to highlight companies who have already taken proactive safety measures.

Bicycle NSW praises Bendigo based Powers Country Express for its bike laws awareness campaign which it ran in 2018 on its vehicles.

“Our staff are long term employees and we put an emphasis on being safe, responsible and not rushing while on the road,” said Damien Power, Director of Powers Country Express.

Bicycle NSW says Powers Country Express is currently working with their local council to raise awareness of safety issues between heavy vehicles and drivers under 25.

It says it will continue to highlight transport operators who are making their communities safer.

Road Works, Mt White

RMS advises that maintenance work will be undertaken on Morgan’s Rd and the M1 Motorway at Mt White through to 10 May, excluding public holidays.

Work will take place from 8pm to 4am, Sunday to Friday, 7am to 5pm Monday to Friday and from 8am to 1pm on Saturdays.

The on-ramp from Morgan's Rd to the M1 Motorway will be closed for the day shifts. Detours will be in place via the Pacific Hwy and Peats Ferry Rd.

Intersection Upgrade – Railway Rd and Princes Hwy Sydenham

RMS advises that it is upgrading the intersection of Railway Rd and the Princes Hwy at Sydenham by adding a new right turn lane and moving the pedestrian crossing so drivers turning right will no longer have to wait for pedestrians to cross the road.

Major work will begin on 29 April and will be finished by 20 December. Preliminary night time work has just started. Work will take place from 7pm to 5am, Sunday to Friday, 7am to 5.30pm Monday to Friday and from 8am to 1pm on Saturdays.

Street Closures Sydney CBD

Ausgrid has advised that 24 hour road closures will be in place over the Easter weekend and the weekend thereafter in the Sydney CBD to allow for installation of new underground electricity cables. Road closures are:

CBD Street	Street Location	Dates/Times
Macquarie St	From Bent St/Shakespeare Pl to Hyde Park	8pm Thursday 18 April to 5am Tuesday 23 April
College St	Intersection Park and William Sts	8pm Thursday 18 April to 5am Tuesday 23 April
College St	Intersection Liverpool and Oxford Sts	8pm Thursday 18 April to 5am Tuesday 23 April 8pm Friday 26 April to 5am Monday 29 April

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.

Suburb/Town	Road	Date/s	Work Times
Eastern Creek	M4 Motorway over Brabham Dr	11/4-14/6/19	7pm-5am Sun-Fri
Londonderry	Londonderry Rd from Carrington Rd to Lennox St	12/5-16/8/19	7pm-5am Sun-Fri
Plumpton	Rooty Hill Rd North from Woodstock Ave to Lamb St	12/5-16/8/19	8pm-5am Sun-Fri
Valley Heights	Great Western Hwy from Foster St to Angophora Pl	16/4-10/5/19	8pm-5am Sun-Fri

Economic and Industry Indicators

Indicator/Source ¹	As at	Unit of Measure	Quantity	Annual % Variation
GDP latest quarter (ABS)	Dec Qtr 2018	\$m	462,031	2.3
CPI (ABS)	Dec Qtr 2018	Per cent		1.8
Cash rate (RBA)	Current	Per cent	1.5	
Estimated residential population (ABS)	18 Apr 2019	Million	25,339	1.9
Retail turnover (ABS)	Feb 2019	\$m	27,176	2.9
Actual new capital expenditure (ABS)	Dec Qtr 2018	\$m	29,965	1.2
Inventories held by private business (ABS)	Dec 2018	\$m	161,513	1.2
Dwelling unit approvals (ABS)	Feb 2019	Number	15,203	-21.7

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.

Manufacturers Income (ABS)	Dec 2018	\$m	82,925	-1.7
TEUs Port Botany (NSW Ports)	8 months to Feb 2019	Number	1,813,186	2.1
Employed persons (ABS)	Feb 2019	Million	12.763	2.3
Unemployment rate (ABS)	Feb 2019	Per cent	5.0	-0.5
Wage price Index (ABS)	Dec Qtr 2018	Per cent		
All employees				2.3
Transport, postal and warehousing				2.4
New motor vehicle sales (FCAI)	Mar 2019	Number	99,442	-7.1
Cab Chassis/Prime Mover Sales (TIC)	2 months ending Feb 2019	Number	4,183	-3.5
Vans (TIC)	2 month ending Feb 2019	Number	892	-5.8
AIP Terminal Gate Price-Diesel-Sydney	18 Apr 2019	Cents/litre incl. GST	138.2	5.7

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