



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

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Information and Advice for NSW Transport Operators

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NSW State Election 23 March: What the Parties Have Promised

Sources: NSW Liberal Party website, NSW Nationals website, NSW ALP Website

Tomorrow's NSW State election provides an opportunity for all of us who live in NSW and are over 18 to have our say at the ballot box.

The following is a summary of commitments made during the current election campaign as well as proposals for reform discussed with the ARTIO NSW secretariat. This is not necessarily an exhaustive list of commitments.

Industrial Relations

Liberal and National Parties

The Coalition have made no promises during the election campaign. Following the election of the O'Farrell Government in 2011, the then Department of Industrial Relations was absorbed into NSW Treasury as the Office of Industrial Relations. The Treasurer has also been the Minister for Industrial Relations.

ALP

The ALP is also committed to having a Minister for Industrial Relations, however, it is also committed to:

- Re-establishing a Department of Industrial Relations:
- Re-establishing the Industrial Court of NSW.
- Giving the NSW Industrial Relations Commission more power over in areas such as WHS, workers compensation, discrimination, gig workers, underpayments and workplace bullying.
- Introducing a new regulatory framework to protect workers in the gig economy.

- Expanding the powers of NSW workplace inspectors to allow them to proactively undertake wage audits to improve compliance with requirements to pay workers' compensation insurance; and • to assist in the recovery of unpaid wages and superannuation.
- Banning internships lasting over two weeks unless part of a structured learning program or the internship contributes to a recognised qualification.
- Introducing a licensing scheme to require labour hire companies to comply with existing labour laws, including providing a safe workplace, fair and reasonable working conditions and the same pay and conditions as workers who are directly employed at a workplace.
- Improving workplace safety by amongst other things:
 - Doubling the compliance functions of Safe Work NSW over the first term.
 - Ensuring workers and their representatives can enforce WHS laws.
 - Strengthening employer obligations to provide employment opportunities for injured workers.
 - Provide incentives for employers to return injured workers back to the workplace.
- Amending anti-discrimination laws to: ensure employers:
 - Reasonably accommodate the needs of employees who require flexible working arrangements due to pregnancy, family or carer responsibilities, are older or are returning to work following an illness.
 - Protect employees and others from sex discrimination in areas such as redundancy, dismissal and the non-renewal of work contracts due to pregnancy, parental leave or other commitments.
 - Amend pay discrimination laws, including mechanisms for inquiry, evaluation and correction of gender pay discrimination.
- Promoting accountability and improving dispute resolution by, amongst other things:
 - Requiring businesses to publicly display minimum wage rates paid to staff alongside their business registration;
 - Placing businesses found to have breached the law on a public "name and shame" register;
 - Giving the NSWIRC powers to order the payment of any unpaid superannuation, together with any unpaid wages and other employment benefits which have not been provided.
- Introducing laws to punish individuals who deliberately and systematically underpay their workers.
- Introducing ten days non-accumulative paid family and domestic violence leave to private sector workers.
- Addressing workplace bullying by enacting new laws to protect all workers from physical and psychological bullying in the workplace.
- Enacting a new law to deal with workplace deaths with a maximum sentence consistent with the penalty for manslaughter.
- Reviewing workplace surveillance laws to take account of technological developments such as social media in order to protect the privacy of employees and former employees outside work.
- Implementing reforms to ensure subcontractors in the construction sector, including suppliers of transport services, receive money they are owed.
- Using procurement policies to require businesses to adhere to ethical standards, provide safe workplaces and provide decent conditions for their workers.
- Ensuring employers are aware of their legal obligations in relation to employees who are pregnant or returning to work after childbirth, miscarriage or stillbirth.

The ALP may also review Chapter 6 of the IR Act which covers contract determinations to consider whether existing exemptions, especially in relation to bread cartage, should continue.

Roads

Liberal and National Parties

- A Regional Roads Package which includes:
 - The establishment of a \$500 million Fixing Local Roads program to assist councils in repairing, maintaining and sealing important local roads;
 - The establishment of a \$500 million Fixing Country Bridges program to replace the worst timber bridges in regional and rural communities;
 - A process to transfer up to 15,000 kilometres of council-owned roads back to the State; and
 - The establishment of an Independent Expert Panel to oversee the asset transfer process.
- Taking back 15,000km of regional roads which are the responsibility of local councils and make the NSW Government responsible for their reconstruction and maintenance.
- \$960m towards bypasses and duplication of the Princes Highway south of the Jervis Bay Rd intersection.
- \$450m to upgrade Mamre Rd and Mulgoa Rd in outer western Sydney.
- \$266m to construct the Muswellbrook bypass.

- \$400m to install intelligent traffic lights at 500 intersections across Sydney, Wollongong and Newcastle to read the flow of the traffic.
- \$200m to upgrade major motorways, including the M1 between Gosford and Sydney, into smart motorways by using technology that automatically adjusts speed on the roads and controls vehicles entering the motorway, to smooth traffic flow and increase capacity.
- \$95m to trial digital parking and clearway signage to reduce the number of parking and clearway signs and replace them with one digital sign which shows the restrictions which apply at that time of day.
- \$450m to remove 12 pinch points at major intersections in Sydney.
- Commence construction on upgrades to the Great Western Highway from Katoomba to Mt Victoria.

ALP

- Increase stamp duty on vehicles valued at over \$100,000. (NB: ALP Leader, Michael Daley has since said that the ALP will consider "limited unforeseen consequences" of this proposal.)
- \$900m in additional funding for local roads in regional areas.
- \$266m to construct the Muswellbrook bypass.
- \$100m to accelerate construction of the Singleton bypass.
- Reintroduce the M4 toll cashback.
- \$9m to replace/upgrade timber bridges within Kyogle Council.

Taxes and Charges

Liberal and National Parties

- \$300m in workers compensation insurance premium discounts over three years for 280,000 employers, delivering an average discount of 8 per cent.
- Ensuring small business can utilise the NSW Government's Energy Switch program and potentially save on energy bills.
- Reducing payroll tax brackets progressively up to \$1 million in 2021/22.
- Requiring NSW Government agencies to consider small business suppliers for everything they buy.

ALP

- Increasing stamp duty on vehicles valued at over \$100,000. If implemented without exemption, this would increase truck costs. The ALP has said it will consider tweaks to its policy post-election if it wins government.

Reserve Bank Weighs into the Climate Change Debate

The Reserve Bank of Australia has weighed significantly into the climate change debate after a speech by RBA Deputy Governor, Guy Debelle. Dr Debelle said climate change had influenced the RBA's thinking on its policy settings since the 1990s with agriculture the prism through which the RBA has historically thought about the effect of climate on the economy. However, he said climate change now presents significant risks and opportunities for a broader part of the economy.

He said climate change affects the objectives of monetary policy (which the RBA is responsible for through interest rate settings, maximising GDP and employment, moderating inflation and through its role in the stability of the financial system) and some of the challenges that arise in thinking about climate change.

He said climate change impacts need to be thought of in terms of trends rather than weather cycles because climate change is a trend change which is ongoing, whereas a cycle is temporary. This means reassessing assumptions about the severity and longevity of the climatic events. For example, he said the insurance industry has recognised that the frequency and severity of cyclones have changed which has caused the insurance sector to reprice how they insure against such events.

He also said we need to think about how the economy is currently adapting and how it will adapt both to the trend change in climate and the transition required to contain climate change. Timing for both the impact of climate change and the adaptation of the economy to it is very important.

For example, the transition path to a less carbon-intensive world is clearly quite different depending on whether it is managed as a gradual process or is abrupt. Irrespective, trend changes are likely to be volatile, with the potential for damaging outcomes from spikes above the trend, leading directly to economic effects.

He said a recent Bureau of Meteorology and CSIRO report, states that 'Australia's climate has warmed by just over 1 degree C since 1910, leading to an increase in the frequency of extreme heat events', and expects further warming over the next decade. There is also a greater possibility of compound events, where two or

more climatic events combine to produce an outcome that is worse than the effect of one of them occurring individually. This increases the likelihood of significant economic impacts.

Dr Debelle said these reports also provide evidence on what change is predetermined and what can be affected by actions to strengthen the global response to the threat of climate change and why they are central to businesses, households and governments in Australia and elsewhere.

Dr Debelle said because of the RBA's responsibilities, it needs to analyse the impact of demand and supply shocks on the economy. He said few economic forces have the scale, persistence and systemic risk of climate change.

Droughts and cyclones are good examples of supply shocks because of the impact on output (which flows through to the trucking industry) and prices. A good example is the banana price spike in 2011 after Cyclone Yasi. That spike in prices and inflation was temporary, although substantial. After the banana crop returned to normal, prices and inflation settled down. The response to such a shock is relatively straightforward if the climate events are temporary and discrete: droughts are assumed to end; the destruction of the banana crop or the closure of a port because of a cyclone is temporary; things return to where they were before the climate event.

However, because climate change assessment of its impact much more complicated. More frequent droughts or cyclones may make shocks close to permanent posing more challenges in assessment and response because it will be harder to assess how quickly and easily the economy adjusts to climate related shocks, particularly if the shocks are more extreme. This is because both the impact of the shocks together with the adjustment thereto affect the macroeconomic trajectory. This is complicated by the timing and speed of the response by households, businesses and governments.

The RBA can gain insights into the potential impacts of climate change on output and inflation through scenario analysis on the impact on particular sectors of the economy. However, this only considers the impact on part of the economy. The RBA relies on an analysis of the dynamic effect of shocks on the whole economy to work out how long will it take the economy to adjust.

Particular industries and communities that are especially exposed to the costs of changes in the climate will face lower costs if there is an early and orderly transition to a lower carbon economy. Others will bear greater costs. Others may benefit from that transition. Adjustment costs will fall on groups that have not received their share of the benefits. However, it may not be possible for the winners to compensate the losers in a way that leaves no-one worse off.

Two examples of climate-related effects on the economy are investment in renewable energy and how environmental policy decisions taken in China have had a direct effect on the Australian economy.

The RBA says the pick-up in investment spending on renewable energy has been big enough to have a noticeable impact on the economy as a whole and, therefore, is considered in monetary policy settings. It is a good example where price signals have caused significant behavioural change driven by a rapid decline in the cost of renewable energy sources. This means the RBA recognises it needs to gain a better understanding of what is driving those changes and what is in prospect to affect future changes.

In China, environmental concerns have been elevated through a policy directive to move to cleaner sources of energy. This provides benefits to Australia, as Australian coal tends to be of higher quality. However, as China transitions away from coal, natural gas is expected to account for a larger share of its energy mix, and Australia is well placed to help meet this increase in demand.

Australia is also benefitting from the increased demand for battery inputs (especially lithium) and other metals that are used intensively in renewable generation. How these price and investment developments evolve over the coming years is something the RBA will play close attention to, given the importance of the cost of electricity in inflation both directly to households and indirectly as a significant input to businesses.

Financial stability is also a core part of the RBA's mandate. Challenges for financial stability may arise from both physical and transition risks of climate change. For example, insurers may face large, unanticipated payouts because of climate change-related property damage and business losses. Businesses and households could lose access to insurance. Companies that generate significant pollution might face reputational damage or legal liability from their activities, and changes to regulation could cause previously valuable assets to become uneconomic. All of these consequences could lead to sharp adjustments in asset prices, which would have consequences for financial stability.

A challenge for the RBA is to take climate models and map them into macroeconomic models. For businesses and financial markets, that challenge is understanding the climate modelling and conducting the scenario analysis to determine the potential impact on their business and investments.

NHVR Releases Focus on Fatigue Campaign in Lead Up to Easter

The NHVR has released its Focus on Fatigue campaign in the lead up to this year's busy Easter period.

NHVR Fatigue Specialist Andreas Blahous said the campaign carried messages from drivers passing on information and solutions to avoid the risks of driving fatigued.

"Fatigue will be a major focus for heavy vehicle operators, particularly in the lead up to major holiday periods, such as Easter," Mr Blahous said.

"It's important that all heavy vehicle drivers are able to recognise the signs of fatigue particularly with the risk of heavier traffic and freight movements over the coming month.

There were 175 fatalities involving heavy vehicles and buses on Australian roads in 2018, and while that number is reducing it is still too high.

"The Easter fatigue campaign will also include a range of compliance activities and information on future fatigue requirements over the coming month."

For more information on heavy vehicle fatigue visit www.nhvr.gov.au/fatigue.

NHVR Module Accesses Real Time Registration Information

The NHVR says transport operators can save up to 15 minutes per vehicle with access to real time registration information through the NHVR Portal – Registration Module.

NHVR Program Relations Manager Tammy Wigg said the new functions would allow businesses across the supply chain access to real time fleet information, including a vehicle's current registration status and configuration.

"Operators can avoid sharing registration information with contractors through email, which is cumbersome and adds an administrative load on both parties," Ms Wigg said

Since it was launched in October last year, there have also been 32,000 searches using the NHVR Registration Checker app, which is available on Google Play or Apple Store.

The NHVR Portal – Registration Module brings together registration for 905,000 heavy vehicle units registered by state and territory governments except the NT into a single database. For more information on the sharing function in the NHVR Portal visit www.nhvr.gov.au/files/201903-1023-share-registration-details-on-the-nhvr-portal.pdf.

NHVR to Simplify PBS Approvals

The NHVR says PBS vehicle approvals will be improved from 1 April to make the access permitting process simpler.

NHVR Chief Engineer Les Bruzsa said the new procedure means the VA number will not change when adding or removing identical vehicle units.

"This means that existing access permits no longer require updating as the VA number will remain the same," he said.

“The NHVR will continue to use the same VA number for minor and administrative changes, such as corrections and tyre option updates.”

To be considered as an identical vehicle, the following must be satisfied:

- Axle spacings must be identical to the existing vehicles (Note: there is no tolerance for axle spacing variation).
- The vehicle must be approved at the same level of PBS compliance and at masses no greater than those already approved.
- The overall length of the combination must be within the same access class as previously approved.

For more information visit www.nhvr.gov.au/pbs.

M4 Motorway: Ramp Closures, The Northern Rd

RMS has advised the following ramp closures at the M4 Motorway and The Northern Road, South Penrith intersection, weather permitting:

Eastbound

- 23 March from 10pm to 9am.
- 24 March from 10pm to 5am.

Westbound

- 29 March from 10pm to 8am.
- 30 March from 10pm to 9am.
- 31 March from 10pm to 5am.

Further Closures Possible

Work may also be required on these ramps on:

- 5 April from 10pm to 8am.
- 6 April from 10pm to 9am.
- 7 April from 10pm to 5am.

M4 Motorway: Closure of Burnett St Eastbound On Ramp

RMS has advised that the Burnett St eastbound on ramp will be closed for three nights from 24 to 27 March from 9pm to 4pm, weather permitting. Heavy vehicles will be redirected via Merrylands Rd.

Road Closures, Illawarra Region, April to June

RMS has advised the following road closures in the Illawarra region from April to June:

Road	Dates	Times	Comments
Appin Rd	Tue 2 – Thur 4 April	9am – 3pm	
Masters Rd	Sun 7 & Mon 8 Apr	8pm – 4am	Sunday night eastbound Monday night westbound
Moss Vale Rd, Cambewarra Mountain	Tue 9 & Wed 10 April	8pm – 4am	
Macquarie Pass	Tue 7 – Thur 9 May	9am – 3pm	
Mount Ousley + Picton Rd	Sun 19 May	8pm – 4am	Picton Rd eastbound closes at 7.30pm Alternate date in case of bad weather is Sunday 2 June
Lawrence Hargrave Dr, Stanwell Park (Bald Hill)	Mon 20 May	8pm – 4am	
Picton Rd (without Mount Ousley)	Sun 26 & Mon 27 May	8pm – 4am	Same arrangements for escorting heavy vehicles through on Monday night apply as for the previous closure There is no access on Sunday night

Bulli Pass	Tue 4 & Wed 5 June	9am – 3pm	
M1 Princes Motorway, Waterfall to Bulli Tops	Sun 16 – Thur 20 June	8pm – 4am	

Reminder: Changed Traffic Conditions, M1 Motorway, Kariong and Somersby Interchanges

RMS has advised that changed traffic conditions will be in place on the M1 Motorway between the Kariong and Somersby interchanges due to road works.

These changes are expected to be in place from early Wednesday morning 20 March until late June 2019, weather permitting.

RMS says it is planning to shift the two existing southbound lanes to the right for about 2.5 kms, starting just south of the Peats Ridge Rd underpass at Somersby and ending at the Reeves St overpass bridge.

Heavy vehicles should continue to follow road signs and remain in the left lane.

A reminder that oversize and/or overmass vehicles may not be physically able to travel through sections of the M1 being upgraded without prior arranged assistance from the project team and must contact 1800 841 778, at least five days before any proposed travel. This requirement is in addition to the conditions imposed on your approved permit and is for the safety of our road crews.

Please follow the prompts to the Kariong to Somersby project to speak directly to the project team who will arrange provisional travel as required. If travelling through all three M1 upgrades you **MUST** ring all three projects individually. Failure to notify may result in delays to your journey and non-compliance can result in prosecution.

For any questions, please contact RMS's construction partner, **Fulton Hogan**, on **1800 841 778** (24 hours) or email M1K2Sinfo@fultonhogan.com.au. 7

Road Works, Golden Hwy Whittingham

RMS has advised it is carrying out road works on a two kilometre section of the Golden Hwy near Range Road at Whittingham to improve safety.

Main construction will start from Monday 1 April, weather permitting. Work will take place from 6am and 6pm from Monday to Friday and 8am to 1pm on Saturday and expect to be completed in nine months.

Journeys are expected to take up to an additional 10 minutes during some stages of construction.

Road Works Hunter Valley

Gostwyck Bridge, Paterson

RMS has advised that work on the Gostwyck Bridge on Dungog Rd over the Paterson River at Paterson will add approximately 15 minutes to journey times. Work will take place from 7am to 6pm on 25 March. The remainder of the work is expected to commence in early April and is expected to take six months to be completed

Vacy Bridge, Vacy

RMS has advised that work on the Vacy Bridge over the Paterson River at Vacy will add approximately 15 minutes to journey times. Work will take place from 7am to 6pm on 25 March.

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
Arncliffe-Mascot	Marsh St Bridge	25/3-29/5/19	7pm-6am Mon-Fri 8am-1pm Sat
Epping	Beecroft Rd southbound from Carlingford Rd to Epping Station	14/4-31/5/19	8pm-5am Sun-Fri
Parklea	Sunnyholt Rd from Sorrento Dr to Clarendon Dr	10/3-3/5/19	8pm-5am Sun-Fri
Punchbowl	Cnr Canterbury and Bonds Rds	24/3-12/4/19	8pm-5am Sun-Fri
Windsor	Bridge St bridge	24/3-14/4/19	9pm-5am Sun-Fri

ARTIO NSW Events

The ARTIO NSW secretariat continues to develop its 2019 events program.

Please pencil in the following:

- 27 March, Inaugural ARTIO NSW Women in Transport Breakfast Briefing, Rooty Hill RSL Club, 7.30am to 9.45am.
- 11 April, TWUSUPER Chair, David Galbally AM QC, Sir Stamford at Circular Quay Hotel, midday for 12.30pm to 2.30pm. David will discuss insights into corporate governance having regard to recent amendments to superannuation legislation and the findings of the Hayne Royal Commission.

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)	22 Mar 2019	Million	25,307	1.9
Retail turnover (ABS)	Jan 2019	\$m	27,067	2.8
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)	Jan 2019	Number	14,316	-27.0
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)	Feb 2019	Number	87,102	-9.3
Cab Chassis/Prime Mover Sales (TIC)	1 month ending Jan 2019	Number	1,800	-2.0
Vans (TIC)	1 month ending Jan 2019	Number	398	1.8

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.

AIP Terminal Gate Price-Diesel-Sydney	21 Mar 2019	Cents/litre incl. GST	136.3	10.2
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