



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. 5 No 19, 6 September, 2019

Contents

1. Safety Campaign Launched Targeting Caravaners, RV Users in Rest Areas
2. PBS 30 Metre B-Doubles Now Permitted Along Newell Highway
3. NTC Releases Issues Paper on Assurance Models as Part of its HVNL Review
4. SafeWork NSW Amends 23 Codes of Practice
5. Australian Economy Continues Sluggish Growth Rate
6. Reminder: SafeWork NSW Workshop, Wagga Wagga, 10 September
7. Austroads Releases Key Freight Routes – Heavy Vehicle Usage Data Project Report
8. Inland Rail Project Milestone Reached at Parkes
9. Save the Date: ARTIO NSW Breakfast Briefing, 30 October, 2019
10. Road Works Update
11. Economic and Industry Indicators

Safety Campaign Launched Targeting Caravaners, RV Users in Rest Areas

Adapted from joint media release, Deputy Prime Minister and Minister for Transport, Infrastructure and Regional Development Hon Michael McCormack, Assistant Minister for Road Safety and Freight Transport, Hon Scott Buchholz, CEO, Caravan Industry Association of Australia, Stuart Lamont and CEO, National Heavy Vehicle Regulator, Sal Petrocitto 6 September, 2019

Research released by the Caravan Industry Association of Australia suggests that a quarter of caravan and recreational vehicle users have stayed overnight in truck rest areas.

Deputy Prime Minister and Minister for Transport, Infrastructure and Regional Development, Michael McCormack, said the research was part of a new information campaign, known as the co-exist campaign, which is funded under the National Heavy Vehicle Regulator's Heavy Vehicle Safety Initiative.

He said the co-exist campaign is a road safety initiative of the Caravan Industry Association of Australia designed to inform and educate in areas relating to the fatigue and legal responsibilities of truck drivers, with a particular focus on truck rest areas and improved communication.

"These are two major groups that use Australian highways so information about sharing roads and rest facilities respectfully is critical to keeping everyone safe," Mr McCormack said.

Assistant Minister for Road Safety and Freight Transport Scott Buchholz encouraged all caravaners to visit the co-exist website before they start their trip and pass website details onto friends.

"I urge caravaners to take advantage of the great facilities at camping grounds and caravan parks and give truck drivers the space to stop at roadside rest areas to ensure they have their proper break," Mr Buchholz said.

The Caravan Industry Association of Australia survey covered 554 caravaners or RV drivers who had used a rest stop in the past 12 months and showed:

- 60 per cent had used a rest stop more than once;
- More than three-quarters made the decision to use a rest stop when their trip was underway;
- More than a quarter spent more than nine hours at the rest stop.

Caravan Industry Association of Australia CEO Stuart Lamont said all road users had equal responsibility for road safety.

“Caravan and RV users value safety so this information will help them to understand how to share the road with heavy vehicles, particularly in understanding how such a large vehicle behaves,” Mr Lamont said.

“Our campaign promotes simple information that can reduce frustration, such as the use of UHF’s for improved communication between drivers, maintaining speed and road position when being overtaken.

“When stopping for the night make sure you’re aware that truck drivers may need to use the dedicated stops to manage their fatigue hours, so plan your stops and use the appropriate areas to park and not use designated truck parking.”

NHVR CEO Sal Petrocchio said the partnership between the Caravan Industry Association of Australia and the heavy vehicle industry would save lives.

“Long haul heavy vehicle drivers are often managing fatigue and getting good quality rest is critical to keeping all road users safe,” Mr Petrocchio said.

“I’m pleased that we’ve been able to work with the caravan industry on ways to reduce risk for holiday makers and supporting our truckies who keep Australia moving.”

The Heavy Vehicle Safety Initiative funding support implementable, value-for-money projects that will deliver significant heavy vehicle safety benefits.

Details of the Co-Exist campaign are available at www.coexist.org.au. Details of the HVSI program are available at www.nhvr.gov.au/hvsi.

PBS 30 Metre B-Doubles Now Permitted Along Newell Highway

Adapted from media release, Minister for Regional Transport and Roads, Hon Paul Toole MP and Dugald Saunders, Member for Dubbo, 26 August, 2019

Transport operators can now to use Performance Based Standards level 2B vehicles up to 30 metres long for the entire length of the Newell Highway, according to Minister for Regional Transport and Roads, Paul Toole.

“This is a real win for industry and local communities as just one of these vehicles can carry up to twice as much as a semi-trailer and up to one-third more than a 26 metre B-Double,” Mr Toole said.

Member for Dubbo, Dugald Saunders, said the freight industry was critical and contributed \$66 billion to the NSW economy each year.

“The Newell Highway is a national freight route, travelling through the heart of Dubbo and supporting the local economy,” Mr Saunders said.

Further information regarding this new access arrangement is available from: <https://www.rms.nsw.gov.au/business-industry/heavy-vehicles/road-access/index.html>.

NTC Releases Issues Paper on Assurance Models as Part of its HVNL Review

As part of its review of the Heavy Vehicle National Law, the National Transport Commission has released another issues paper which deals with assurance models. This is one of eight issues papers being issued by the NTC as part of its review of the HVNL.

As the issues paper states, assurance schemes assist in regulating risk. Examples include the National Heavy Vehicle Accreditation Scheme and TruckSafe.

This issues paper notes that in an assurance framework, responsibility for risk management is shared between the regulator and regulated parties, including transport operators which means:

- The regulator can hand over risk management responsibility to a regulated party because they are given assurance (confidence) in compliance capacity through the regulated party's participation in the scheme.
- This leads to efficiencies for both the regulator and the regulated parties because each one is able to take on the role best suited to them.
- Robust governance is critical to providing confidence and trust in an assurance scheme.
- Auditing and role allocation have to be appropriate for the level of assurance needed.

In conducting this review, the NTC's goal is a modern, outcome-focused law that improves safety, supports increased productivity and innovation, simplifies administration, compliance and enforcement, and increases flexibility. It wants to see a simpler compliance assurance framework which can be shown to be effective.

This paper:

- Describes assurance frameworks and their role.
- Summarises the current assurance frameworks in the HVNL and related instruments, and examines their purposes and how they operate.
- Identifies options for an assurance model for the future HVNL.
- Seeks feedback on whether this paper has captured all the relevant issues.

The NTC says that under a recast HVNL, there are several issues to consider:

- Assurance schemes and mechanisms in the current HVNL are not part of a cohesive framework.
- They don't link to each other or to obligations in the law very well.
- Schemes are also not comprehensive in their coverage of heavy vehicle operational areas.
- Schemes are also not consistent in the way they link to risk management roles.
- Some assurance schemes, including TruckSafe, have similar purposes to the NHVAS but are not recognised under the HVNL. As a result, many operators participate in more than one scheme, even though this leads to duplicate effort and resources.
- Overall, the heavy vehicle assurance schemes in operation are not succeeding in providing the level of confidence needed by governments and other stakeholders.

The NTC seeks industry views on how to regulate heavy vehicle assurance in a recast HVNL to achieve the following:

- Support for what is regulated based on allocated risk management roles.
- Equivalent safety objectives and standards.
- A purposeful, comprehensive and cohesive framework.
- Retention of confidence in the system and certified parties.

Four high-level assurance framework models are proposed which are designed to start off discussion on what may be possible in a recast HVNL, namely:

- Vertical integration.
- A market for regulatory certification.
- A market for accreditation.
- Delivering flexibility through performance standards only.

The NTC invites industry views on the HVNL as it relates to assurance by 25 October, particularly in response to the following questions:

1. Have we covered the issues relating to assurance accurately and comprehensively? If not, what do we need to know?
2. Is there evidence of third parties, such as site managers, customers or loaders, performing audits on heavy vehicle operators that duplicate certification audits? Can third parties be assured (by an accreditor or certifier, within the HVNL, or some other means) that their audits are unnecessary?
3. Does the HVNL need an assurance scheme? Could the flexibility operators want be achieved simply through performance standards, or are some operators and operations sophisticated or specialised enough to need alternative compliance options? Does technology or vehicles or any other operational area need assurance under the HVNL?
4. Which of the models do you prefer? What should they assure and why? Do you have an alternative model? Who should perform the key roles in an HVNL assurance scheme?
5. Fully developing a new assurance scheme could take a long time, even if writing it into law is relatively simple. What can we use from what we have, and how can we transition to the desired end-state?

SafeWork NSW Amends 23 Codes of Practice

SafeWork NSW has advised that it has amended 23 Codes of Practice which provide detailed information on how you can achieve the standards required under work health and safety laws in NSW.

Amended Codes relevant to the road transport industry include:

- First aid in the workplace. Please visit www.safework.nsw.gov.au/_data/assets/pdf_file/0015/52152/First-aid-in-the-workplace-COP.pdf.
- Hazardous manual tasks. Please visit www.safework.nsw.gov.au/_data/assets/pdf_file/0020/50078/Hazardous-manual-tasks-COP.pdf.
- How to manage work health and safety risks. Please visit www.safework.nsw.gov.au/_data/assets/pdf_file/0012/50070/How-to-manage-work-health-and-safety-risks-COP.pdf.
- Managing the risk of falls at workplaces. Please visit www.safework.nsw.gov.au/_data/assets/pdf_file/0018/50076/Managing-the-risk-of-falls-at-workplaces-COP.pdf.
- Managing the risk of plant in the workplace. Please visit www.safework.nsw.gov.au/_data/assets/pdf_file/0019/52156/Managing-the-risks-of-plant-in-the-workplace-COP.pdf.
- Work health and safety consultation, cooperation and coordination. Please visit www.safework.nsw.gov.au/_data/assets/pdf_file/0013/50071/Work-health-and-safety-consultation-cooperation-and-coordination-COP.pdf.

For other codes of practice, please visit www.safework.nsw.gov.au/resource-library/list-of-all-codes-of-practice.

Australian Economy Continues Sluggish Growth Rate

The Australian economy continued to grow at a sluggish growth rate in the June 2019 quarter, according to figures released by the Australian Bureau of Statistics.

The ABS said the Australian economy grew by 0.5 per cent in the three months ending 30 June. Annual economic growth to 30 June was 1.4 per cent, the lowest rate of economic growth since 2009.

Economic growth in both the June quarter and the year ending 30 June was underpinned by government spending, the mining sector and exports.

In the three months ending 30 June and over the whole year, activity in the retail and wholesale trade sectors as well as the accommodation and food sectors, was weak. Activity in the agricultural, manufacturing and utilities sectors, and in all areas of construction, declined in the quarter and over the year. Non-mining investment also fell.

The transport sector declined by 0.2 per cent in the three months to 30 June and by 0.3 per cent in the year to 30 June. The ABS said this was “driven by reduced workloads for courier and delivery services” and occurred despite increased domestic air travel.

State final demand in NSW was flat. It was also flat in Queensland. Final demand fell slightly in SA and the NT and rose modestly in other jurisdictions.

Reminder: SafeWork NSW Workshop, Wagga Wagga, 10 September

ARTIO NSW reminds Members that SafeWork NSW is holding a free workshop at the Quality Inn Carriage House, Wagga Wagga on 10 September in relation to musculoskeletal disorders and mental and physical health in the transport sector.

This workshop is part of the Transport WHS Sector Plan developed by SafeWork NSW and industry representatives, including ARTIO NSW.

Two priority areas identified in this Plan were musculoskeletal injuries (PERforM) and mental and physical health.

This workshop is targeted towards managers/supervisors in the transport sector.

To register, please go to <http://safeworkhswtransport.eventbrite.com>.

Austrroads Releases Key Freight Routes – Heavy Vehicle Usage Data Project Report

Austrroads has released its report, *The Key Freight Routes – Heavy Vehicle Usage Data Project*, which highlights the benefits of having an accurate picture of how heavy vehicles use the road network and where heavy vehicle congestion occurs. Such information can assist Government in decision-making related to transport infrastructure spending. This includes where investment is best directed, when it is required, and the level of investment needed.

Specifically, this project explores how data from telematics devices in heavy vehicles could provide an accurate picture of how heavy vehicles use the road network from telematics data of heavy vehicles enrolled in the Intelligent Access Program for 288 roads and 18 key interstate corridors. Also included in this work was engagement with the industry and telematics service providers in order to obtain a broader sample of freight vehicle telematics data covering non-IAP enrolled vehicles.

The report demonstrates that telematics can provide a wide range of statistics, including travel speed, congestion, journey figures and road usage, that can help inform public policy, road usage and road planning purposes from a large sample of heavy vehicles and transport operators.

The report recommends that governments, in consultation with other key transport stakeholders, develop a coordinated national strategy that addresses the collection, storage and use of freight industry telematics data for public policy and planning purposes in a manner which encourages industry cooperation so it can realise the benefits of participation.

Inland Rail Project Milestone Reached at Parkes

Adapted from media release, Richard Wankmuller, Chief Executive Officer, Inland Rail, 30 August, 2019

Trackwork near Parkes, which will form link the Melbourne-Brisbane Inland Rail line and the interstate east-west line from Sydney to Perth, is complete, according to Inland Rail CEO Richard Wankmuller.

Mr Wankmuller said this significant rail connection that will be handed over in the coming weeks to become operational. He also said this rail connection can be expected to link into the Parkes to Narromine rail line in the second quarter of next year.

Save the Date: ARTIO NSW Breakfast Briefing, 30 October, 2019

ARTIO NSW is pleased to announce that Dr Jeff Potter, Principal Policy Advisor at the National Transport Commission, will address the next ARTIO NSW Breakfast Briefing to be held on 30 October. Further details to follow soon.

Road Works Update

Closure, M4 Motorway Coleman St Eastbound On Ramp in September

RMS has advised the following closures of the Coleman St eastbound on ramp, between 9pm and 4am:

- Wednesday 4 to Friday 6 September: two night ramp closures.
- Monday 16 to Friday 20 September: four night ramp closures.
- Monday 30 September to Friday 4 October: four night ramp closures.

Temporary Traffic Changes, Pacific Highway, Between Maclean and Yamba Interchange

Jubilees St, Townsend

RMS has advised that during September bridge girders will be installed over Jubilees St, Townsend, near Maclean, weather permitting.

It says they while girders are being installed, traffic will need to be stopped in both directions multiple times for up to 15 minutes throughout the night between 7pm and 6am for up to three nights at a time.

Motorists will be kept informed about dates for these lifts through electronic message signs on Jubilee St.

Farlows Flat

RMS has also advised that during September Pacific Highway traffic will be temporarily moved onto a new section of road at Farlows Flat.

Other Road Works

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	No of Shifts	Work Times
Chippendale	Between Dangar Pl and Cleveland St	8/9-11/10/19	6	8pm-5am Sun-Fri
Cronulla	Cnr Kingsway and Elouera Rd; Elouera Rd between Kingsway/Perryman Sq and Mitchell Rd/Nerang La	1/9-31/12/19	100	7am-6pm Mon-Fri 8pm-1am Sat 8pm-5am Sun-Fri
Rozelle	The Crescent eastbound west of corner James Craig Rd	15/9-11/10/19	4	8pm-5am Sun-Fri

Economic and Industry Indicators

Indicator/Source ¹	As at	Unit of Measure	Quantity	Annual % Variation
GDP latest quarter (ABS)	Jun Qtr 2019	\$m	465,494	1.4
CPI (ABS)	Jun Qtr 2019	Per cent		1.6
Cash rate (RBA)	Current	Per cent	1.0	
Estimated residential population (ABS)	6 Sep 2019	Million	25,476	1.8
Retail turnover (ABS)	Jun 2019	\$m	27,449	2.7
Actual new capital expenditure (ABS)	Jun Qtr 2019	\$m	29,240	-1.3
Inventories held by private business (ABS)	Jun Qtr 2019	\$m	161,678	0.3
Dwelling unit approvals (ABS)	Jul 2019	Number	13,543	-24.0
Manufacturers Income (ABS)	Jun 2019	\$m	81,007	-4.0
TEUs Port Botany (NSW Ports)	12 months to Jun 2019	Number	2,640,519	1.0
Employed persons (ABS)	Jul 2019	Million	12.915	2.7
Unemployment rate (ABS)	Jul 2019	Per cent	5.3	0.0
Wage price Index (ABS)	Jun Qtr 2019	Per cent		
All employees				2.3

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.

Transport, postal and warehousing				2.4
New motor vehicle sales (FCAI)	Aug 2019	Number	85,633	-10.1
Cab Chassis/Prime Mover Sales (TIC)	7 months to Jul 2019	Number	18,416	-7.1
Vans (TIC)	7 months to Jul 2019	Number	3,667	5.4
AIP Terminal Gate Price-Diesel-Sydney	6 Sep 2019	Cents/litre incl. GST	134.5	-7.2

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.
