



ALC Welcomes Changes to Laws on Fatigue in South Australia and Victoria

The Australian Logistics Council (ALC) has welcomed changes to Victorian and South Australian regulations that have come into effect this week that bring the states into line with other jurisdictions on heavy vehicle fatigue laws.

“ALC has been vocal in calling for a more nationally consistent approach to heavy vehicle fatigue laws and the change to how hours are counted in Victoria and South Australia is another welcomed step in that direction,” ALC Managing Director, Michael Kilgariff said.

“A national approach to the way in which hours are counted is an important part of the transport regulatory reform agenda and I am pleased both states have taken the necessary steps to see this reform come into fruition”, he said.

The regulatory changes in Victoria and South Australia bring into effect a decision by the country’s transport ministers in June 2011 to back a more uniform approach to how hours are counted for fatigue.

It means that for the purposes of counting hours for mandatory rest breaks, hours are not counted from within rest breaks, but are counted forward from the last major rest break or from the end of the relevant period of rest time.

“Ultimately, this approach delivers greater national consistency and will assist in the development of a single National Heavy Vehicle Regulator”. Mr Kilgariff said.

“NSW and Queensland have had different counting time regulations to that of Victoria and South Australia which has caused considerable confusion for the industry, not to mention prosecutions in both states for work hours breaches.

“Creating a more consistent regulatory framework between the states will reduce industry confusion, and enable industry to focus their resources on improving efficiency and productivity.

“These changes in Victoria and South Australia serve as a good example of the benefits that can flow from industry and government working together constructively and proactively to achieve positive regulatory outcomes for industry.

“The challenge remains however to achieve this same level of national consistency across a raft of other issues, including vehicle standards, mass and loading and compliance and enforcement, including chain of responsibility.

“Eliminating these inconsistencies and delivering a truly national approach will continue to remain the focus of ALC as it continues to work with transport ministers to finalise the contents of Bill 2 of the Heavy Vehicle National Law”, he said.

ENDS

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Further information: Duncan Sheppard on 0412 340 934