

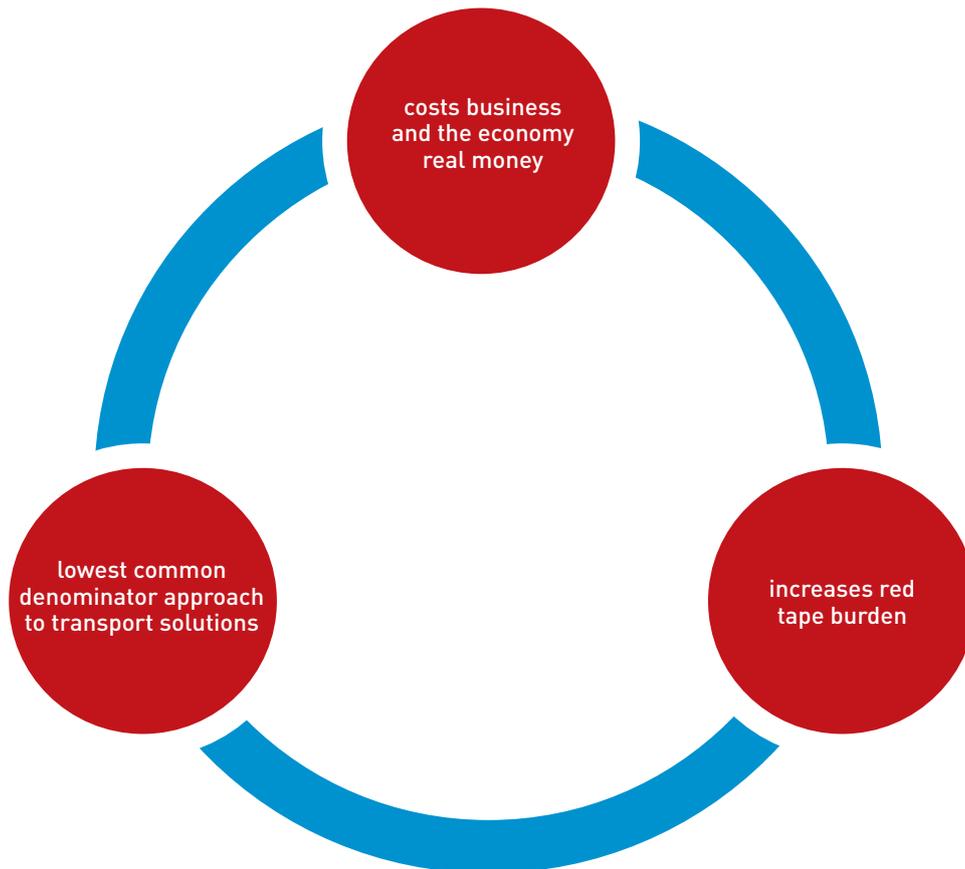
CROSS BORDER REGULATION IN AUSTRALIA

Costing the Transport and Logistics Industry \$100 Million Per Annum



EXECUTIVE SUMMARY

To ensure the Transport and Logistics (T&L) industry operates safely, efficiently and competitively, appropriate regulation by governments must be applied in a nationally consistent manner. Unfortunately inconsistent, and at times, inappropriate regulation places major imposts on today's business resulting in:



The Sunraysia/Riverland Region, encompassing the adjoining cross border regions of New South Wales, Victoria and South Australia, is a major food producer for the domestic and export markets, with vibrant industries including wine and horticulture.

It is a prime example of the challenges and impacts cross border regulation forces on to the T&L industry in the region and the wider economy.

The variation in regulation between the jurisdictions often forces operators to use the 'lowest common denominator approach' i.e. the vehicle type or transport solution that is acceptable to all jurisdictions even if it is the least efficient for the task at hand.

To enhance the future competitiveness and viability of export and domestic businesses in this region four key priority areas with recommendations and actions have been identified.

PRIORITY AREA 1

ADOPT NATIONALLY CONSISTENT REGULATION

PRIORITY AREA 2

EXPAND ACCESS FOR HIGHER PRODUCTIVITY VEHICLES

PRIORITY AREA 3

ADOPT NATIONAL CODES

PRIORITY AREA 4

COORDINATE CROSS BORDER TRANSPORT SYSTEMS

PRIORITY AREAS, RECOMMENDATIONS AND ACTIONS

1 ADOPT NATIONALLY CONSISTENT REGULATION

RECOMMENDATION:

Industry strongly supports reforms for national heavy vehicle laws, national heavy vehicle registration and licensing schemes

Actions

- The Federal Government to weight road funding in favour of projects aimed at improving access for HPVs along the full corridor.
- Road funding from AusLink and Infrastructure Australia as well as local road grants, where appropriate, should be weighted towards states that have taken steps to adopt the national standard regulation including full and open access.
- Industry strongly supports the National Fatigue Reforms however the Federal Government should immediately act to ensure the Regulations are consistently adopted across states.
- In recognition of the high level of supply chain inter-connectivity, declaration of Sunraysia/Riverland, including adjacent areas of NSW, as a region where nationally uniform legislation can apply, pilot the National Fatigue Reform Package on a trial basis for an agreed period of time subject to review and evaluation.
- The Australian Logistics Council (ALC) and state freight councils to advocate (at both the state and federal level) the need for a consistent approach to fatigue management regulation and its compliance in order to avoid additional unnecessary cost and legal burden on the Transport and Logistics sector.

RECOMMENDATION:

Industry strongly supports single national heavy vehicle and rail safety regulators to administer and apply the laws consistently

Actions

- The current Australian Transport Council (ATC) harmonisation of the National Registration and Licensing Scheme should be expedited to ensure the historical inconsistencies are removed.
- The ATC to review current inconsistent road laws and regulations with the intention of uniform implementation.

- State road authorities to collaborate with local councils to facilitate development of HML networks within their jurisdiction and propose the establishment of a mechanism to give local councils funding to enable HML access and ongoing infrastructure maintenance.

RECOMMENDATION:

Expanded B double and B triple access at state and local government levels with appropriate cost recovery

Actions

- Enable the publication of all B double and B triple routes, PBS network and rest areas etc consolidated on a single website mapping portal hosted by the National Transport Commission (NTC).
- Industry to work with local governments in understanding the economic benefits of the efficiencies delivered by the expansion of B double and B triple routes.
- Phased cost-recovery of B doubles to facilitate the continued roll-out of a wider network.

RECOMMENDATION:

Governments to expedite the national rollout of Performance Based Standards (PBS) including the migration of existing networks to the equivalent PBS network and a network for SMART higher productivity vehicles such as Super B doubles as a priority

Actions

- The NTC ensure the PBS application process for design approval is streamlined and clearly understood by operators and manufacturers.
- Governments migrate their existing networks to the equivalent PBS networks and focus on mapping wider PBS networks to maximise the productivity and safety of the reform.
- Government and industry to engage and educate local government on improved access for SMART and HML trucks.

RECOMMENDATION:

Governments, in particular Victoria, to raise truck and dog mass limits, subject to bridge capacity

Actions

- In the Sunraysia Region, Victoria should give immediate priority to raising truck and dog trailer mass limits in accordance with general mass limits (GML) consistent with NSW and SA practice.
- Victoria sponsor a "blueprint" 20 metre truck and dog SMART heavy vehicle to operate at higher mass, subject to route approval.

RECOMMENDATION:

Pilot streamlined over size and over mass conditions on selected cross border routes within the Sunraysia/Riverland Region

Actions

- Implementation of a locally supervised pilot project to streamline oversize and over mass conditions on selected routes with an agreed set of common conditions. Pilot to include representation from all jurisdictions.

2 EXPAND ACCESS FOR HIGHER PRODUCTIVITY VEHICLES

RECOMMENDATION:

Enable Higher Mass Limit (HML) access on an expanded network nationally, particularly in New South Wales (NSW) with the implementation of Intelligent Access Program (IAP), subject to bridge capacity, conferring immediate HML access

Actions

- IAP registration in NSW to confer immediate HML access for transport operators. In addition NSW should, as a priority, expand HML access throughout the State.
- Industry must work with and encourage regulators to assist local government in understanding the ramifications and costs of not having HML access. This should include identification of bridges, intersections and other infrastructure that inhibits expansion of HML and/or multi-combination networks.



3 ADOPT NATIONAL CODES RECOMMENDATION:

Industry adoption of an overarching umbrella National Code for the Transport and Logistic (T&L) industry

Actions

- Transport providers and users to embrace industry based codes. The Australian Logistic Council's National Logistics Supply Chain Code is currently being finalised to deliver a streamlined and nationally consistent framework for transport and logistics.

RECOMMENDATION:

Industry adoption of a National Code for the regulation of dangerous goods including high consequence

Actions

- Industry to advocate to Federal Government the issues surrounding the implementation of the High Consequence Dangerous Goods legislation and the need for a National Code (similar to the ALC Retail Logistics Supply Chain code of conduct).
- Development of a simplified national code for all dangerous goods and hazardous substances including an accompanying plain English explanatory guide.

RECOMMENDATION:

National Load Restraint Guide to be consistently administered across state borders through a national heavy vehicle regulator

Actions

- Development of a common training program for regulators and operators within the Sunraysia/Riverland Region every two/three years to ensure a consistent understanding and practise of restraint guides.
- Development of a plain English version of the national code for load restraint.

4 COORDINATE CROSS BORDER TRANSPORT SYSTEMS RECOMMENDATION:

Development of tri-partite agreements for key commodities across borders to port

Actions

- Mildura Transport and Logistics Cluster to coordinate a Sunraysia/Riverland Freight Summit with a view to developing an action plan for development of tri-partite agreements to enable seamless movement of key commodities across borders to port.
- Invite NSW, SA and VIC to provide Industry and Ministerial representation and support.

RECOMMENDATION:

Streamline quarantine Interstate Certification Assurance (ICA) Scheme processes to enable commodities to move efficiency across state borders

Actions

- Industry to work with the appropriate authorities to develop an inspection regime for commodity movements which reduces the compliance burden and delays for movement of product in the region. Schemes that are local or national in nature (in this case involving inspectors at state borders) are best reviewed at the local level through industry bodies.
- Development of a website which provides up-to-date information in real time on current quarantine requirements.

RECOMMENDATION:

Development of online intelligent technical transport solutions to improve regulatory compliance

Actions

- The NTC to develop nationally consistent reconciliation of compliance data automatically from transport operators through the introduction of new technology.
- NTC, in consultation with the states, to develop a single website portal for access to information, mapping, permits and paperwork required for effective cross border activity. This would allow transport operators to plan the most cost-efficient route and rest stops.

Nationally the cost of lost productivity caused by inconsistent regulation far exceeds \$100 million pa.



THE KEY AREAS THAT THIS STUDY INCLUDE ARE:

SOUTH AUSTRALIA: Renmark, Berri, Waikerie, Loxton

NEW SOUTH WALES: Wentworth, Dareton, Buronga, Gol Gol, Euston

VICTORIA: Merbein, Mildura, Red Cliffs, Irymple, Robinvale

WHAT IS ALREADY BEING DONE BY GOVERNMENTS?

The Australian Transport Council (ATC) are undertaking an ambitious reform agenda which will address some of the recommendations made in this report, including the introduction of National Registration and Licensing for Heavy Vehicles.

Industry applauds these moves and this report includes supporting recommendations to reinforce the necessity for jurisdictions to fully deliver on this reform to deliver the full benefits to the T&L industry as well as Australia's economy and wider community.

WHY IS PRODUCTIVITY IMPORTANT?

Many of the recommendations in this report advocate higher productivity vehicles (HPVs) which are often larger trucks. Some sectors of the community raise concerns that this gain of productivity is to the detriment of safety on our roads.

The T&L industry is absolutely committed to safety but strongly believes that increased productivity in heavy vehicles can also bring safety improvements. For example PBS approved vehicles are more productive yet meet the equivalent or better than current Australian Design Standards. Similarly two B doubles can take the equivalent to three semi-trailers and B triples are even more efficient, reducing dramatically the number of trucks on our roads. It is important that public debate is fully informed on these issues.

WHAT ARE THE ACTUAL COSTS TO INDUSTRY AND AUSTRALIA?

During the course of consultation many examples of direct and indirect costs to industry were reported. It should be remembered that any increase in the cost to business will result in further cost to the community at the grocery store and reduction of our export competitiveness.

Costs identified include up to \$250 to \$750 per load saving if access to Higher Mass Limit (HML) is enabled, with similar benefits for HPVs. Multiplied over the tens of thousands of heavy vehicle movements based on the Sunraysia/Riverland region alone, this figure equates to tens of millions of dollars each year. This cost to society is also evident in other cross border regions throughout Australia. In determining these costs, the report focuses on the impact of heavy vehicles because the majority of freight in and out from the Sunraysia/Riverland region travels by road, instead of rail, due to a lack of investment in the rail system.

WHAT OTHER REGIONS ARE AFFECTED?

Other regions affected by regulatory inconsistencies between states include;

- Echuca/Moama;
- Albury/Wodonga;
- "The Green Triangle" timber zone encompassing the south western region of Victoria and the south eastern region of South Australia; and
- Tweed Heads/Coolangatta.

ADOPT NATIONALLY CONSISTENT REGULATION

RECOMMENDATION

- Industry strongly supports reforms for national heavy vehicle laws, national heavy vehicle registration and licensing schemes.
- Industry strongly supports single national heavy vehicle and rail safety regulators to administer and apply the laws consistently.

EXPAND ACCESS FOR HIGHER PRODUCTIVITY VEHICLES

RECOMMENDATION:

- Enable Higher Mass Limit (HML) access on an expanded network, particularly in New South Wales with the Intelligent Access Program (IAP), subject to bridge capacity, conferring immediate HML access.
- Expanded B double and B triple access at state and local government levels with appropriate cost recovery.
- Governments to expedite the national rollout of Performance Based Standards (PBS) including the migration of existing networks to the equivalent PBS network and a network for SMART higher productivity vehicles such as Super B doubles as a priority.
- Governments, in particular Victoria, to raise truck and dog mass limits, subject to bridge capacity.
- Pilot streamlined over size and over mass conditions on selected cross border routes within the Sunraysia/Riverland Region.

ADOPT NATIONAL CODES

RECOMMENDATION:

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- Industry adoption of a National Code for the regulation of dangerous goods including high consequence.
- National Load Restraint Guide to be consistently administered across state borders through a national heavy vehicle regulator.

COORDINATE CROSS BORDER TRANSPORT SYSTEMS

RECOMMENDATION:

- Development of tri-partite agreements for key commodities across borders to port.
- Streamline quarantine Interstate Certification Assurance (ICA) Scheme processes to enable commodities to move efficiently across state borders.
- Development of online intelligent transport solutions to improve regulatory compliance.



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