

National Bulk Tanker Day

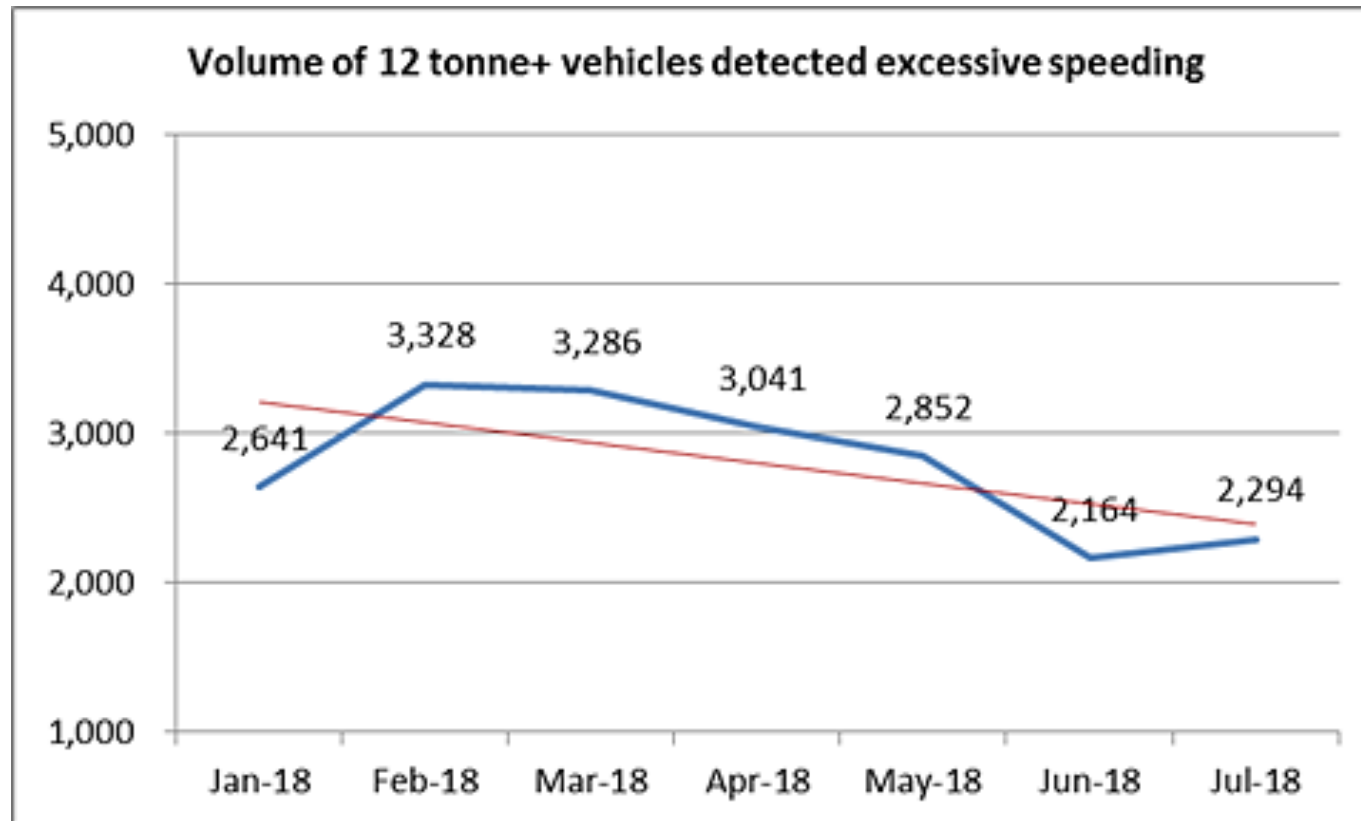
Industry Safety Forum

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Roads & Maritime Services



Heavy Vehicle Speeding

HV 12+ - Jan 2018 – July 2018



HV Speed Case Study

QLD B-double, >60 x detections, 111kph – 138kph

Time	Site	Heading	Lane	Camera plate	CEOS plate	CEOS %	Class	HV Class	Axis Count	Speed (kph)	Wheelbase (m)	Axis Clearance (m)	VOI Rule	Image Expand All
06/04/2018 02:07:47	Kempsey Bypass (NB)	North	N1	206XUV	206XUV	73	B double	HV12	7	125.75	22.7	1897.5	HV12+, >5 KPH over HVPSL	

Camera Code: 6195 Direction: Towards travelling northbound Operator: 074
Location: Pacific Highway, Kempsey Bypass
GPS Coordinates: -31.02540, 152.87133 Offence: Average Speed
Date: 06 Apr 2018 Time: 02:07:48.511



17 April 2018, 1930HRS, Yelgun Interchange, Pacific Highway (southbound)

ECM speed limiter = 141.3kph

Driver positive RDT (methamphetamine)

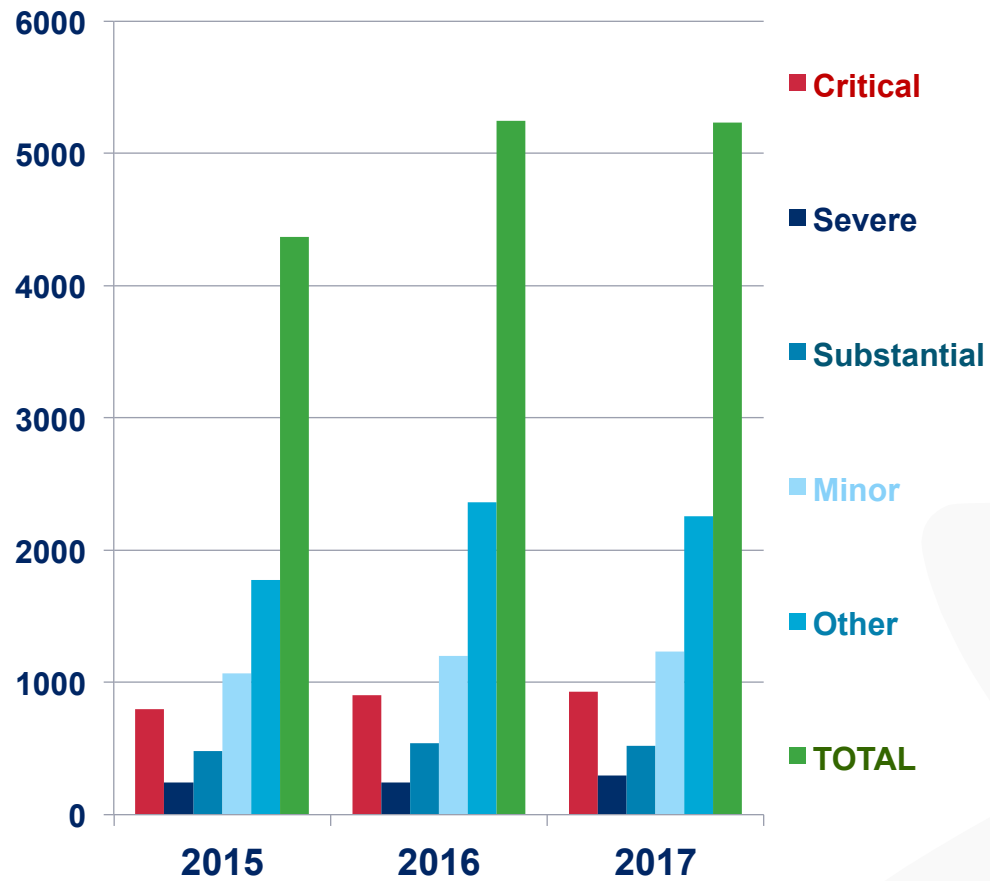
Cab search = radar detector, drugs

Major grounded defects:

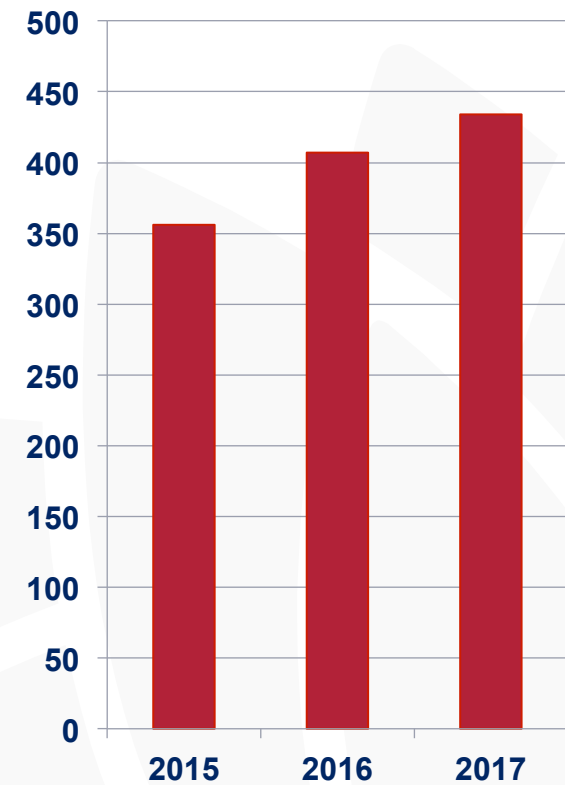
- ECM
- Driver's seatbelt inoperative
- Passenger seat not bolted down
- Cracked windscreen
- Brakes – both trailers, all push rods travel more than 80%
- B-double over length by 1.39m



Fatigue Offences



Driver Directions



Critical Fatigue Case Study

QLD B-double, Driver Direction: 7 hours rest



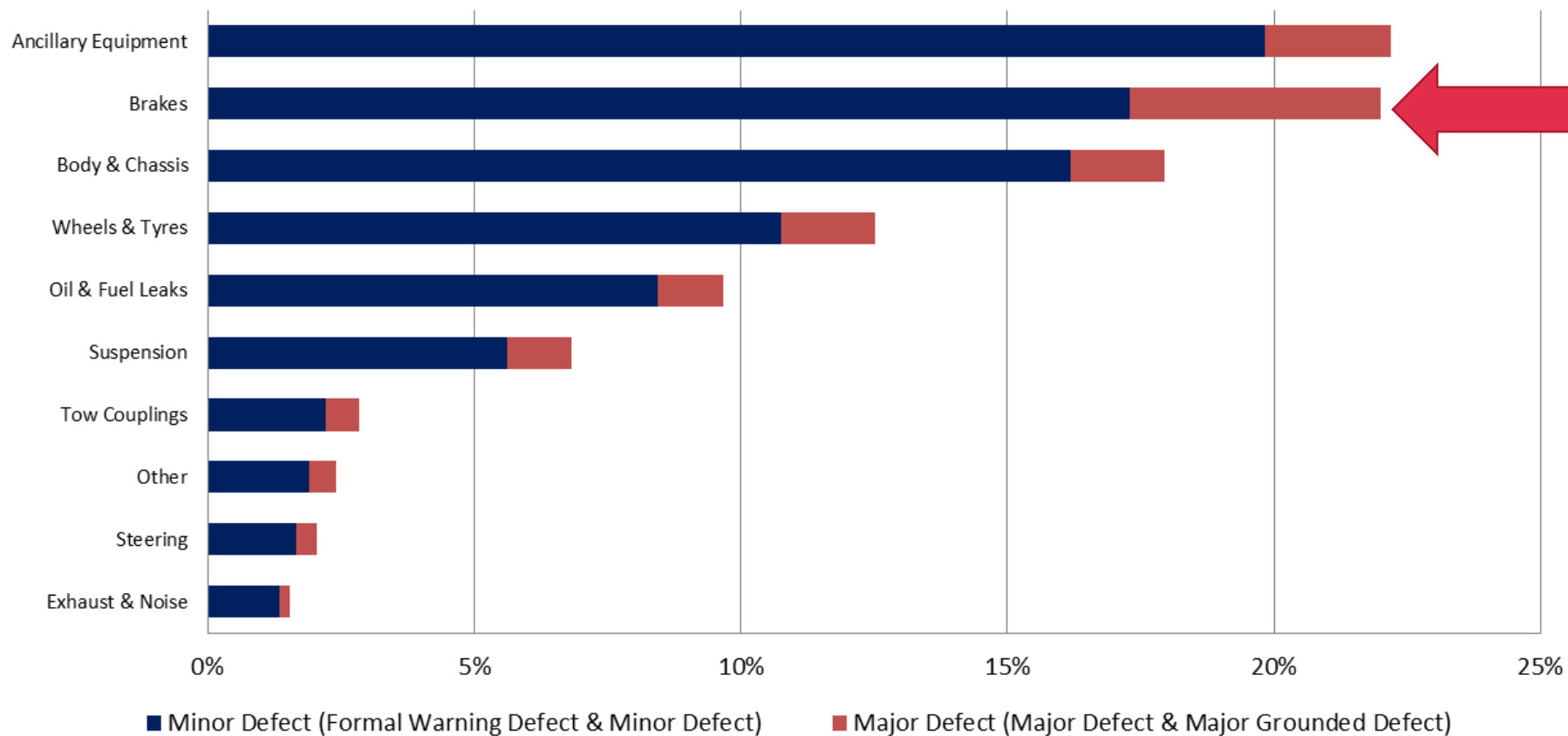
19 January 2018, 0834HRS, Jones Island HVIB

Critical fatigue breach: Driver direction = 7 hours rest

- Driver appeared dazed, eyes glassy, mumbling, drooping
- over steering wheel, slow reaction times
- Reported 'near-miss' on M1 at Mooney Mooney
- Attended to by Ambulance at Beresfield
- Minimal/poor sleep, disrupted by multiple calls from manager
- 6th day of driving
- No work diary entries
- Admitted to false and misleading entries
- Police called – negative RBT/RDT
- Escorted to motel for 7 hours rest period

Trends – Fault Types

Defect Fault Types - Jul 2017 to Jun 2018



Roadworthiness Case Study

LPG Tanker, QLD B-double, Major Defects: Brakes



30 July 2018, Chinderah NSW

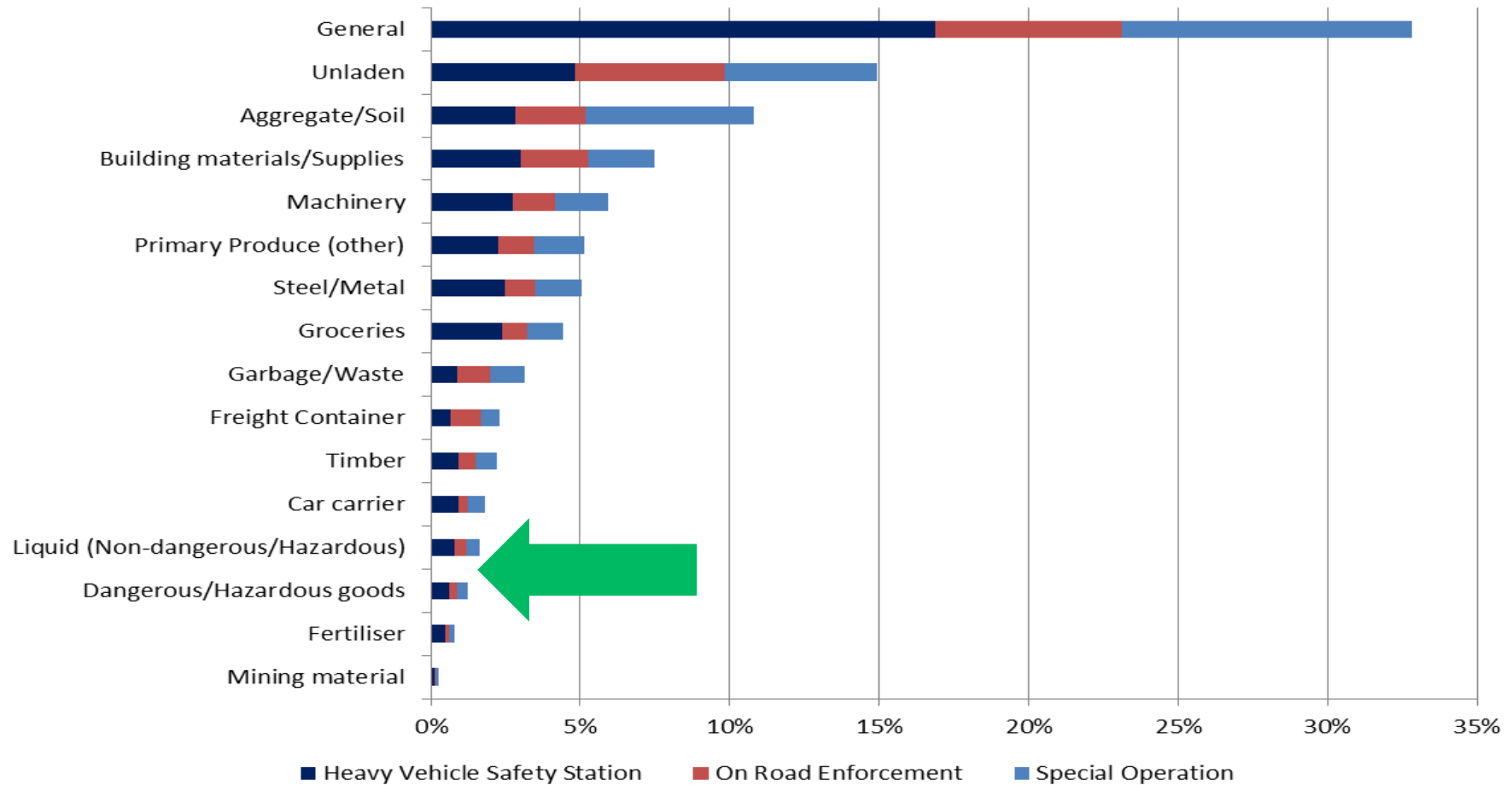
Major Defect Notices Issued - defective brakes

- Vehicle inspection found defective brakes on both “A” and “B” trailers
- “A” trailer: broken brake chamber, only attached to the trailer by pushrod rendering it inoperative. Rust detected on friction surface.
- “B” trailer: damaged and bent pushrod on one brake chamber
- “B” trailer: stroke indicator exposed with excess travel on another brake pushrod



Sector Risk Profiling

Notices Issued by Load Type - Jul 2017 to Jun 2018



Compliance Performance



**Vehicle Unit
Intercepts
21,347**

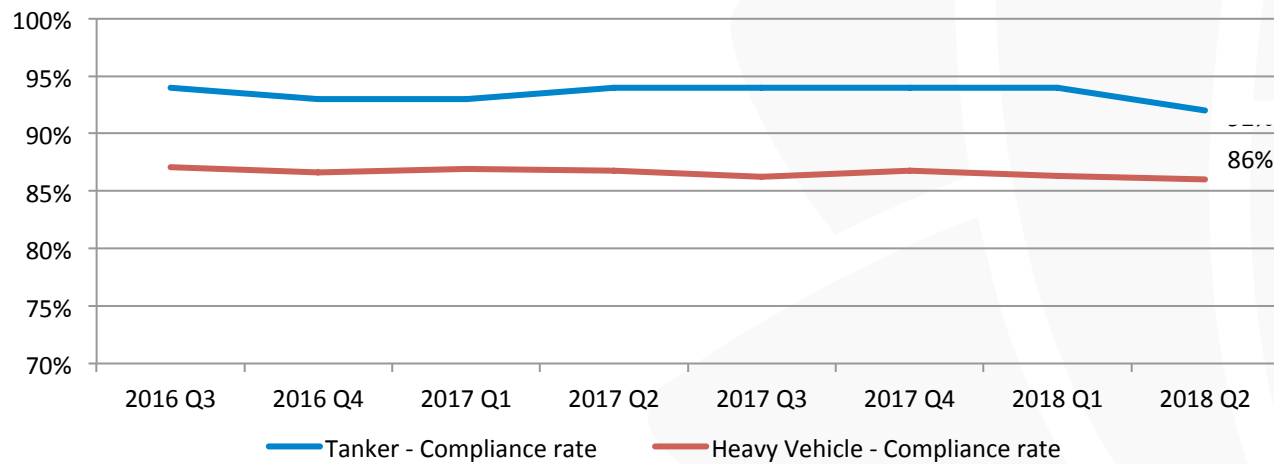


**1588
Notices Issued to
1,396
Vehicle Units**



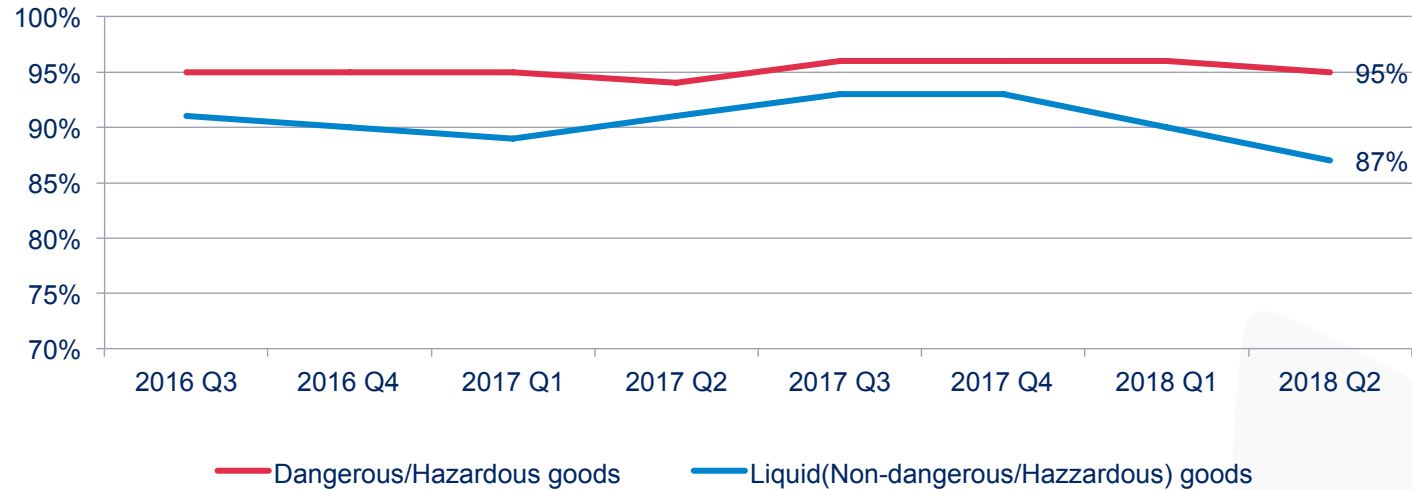
**Compliance
Rate
94%**

Compliance Rate



Compliance Performance

Compliance Rate by Load Type



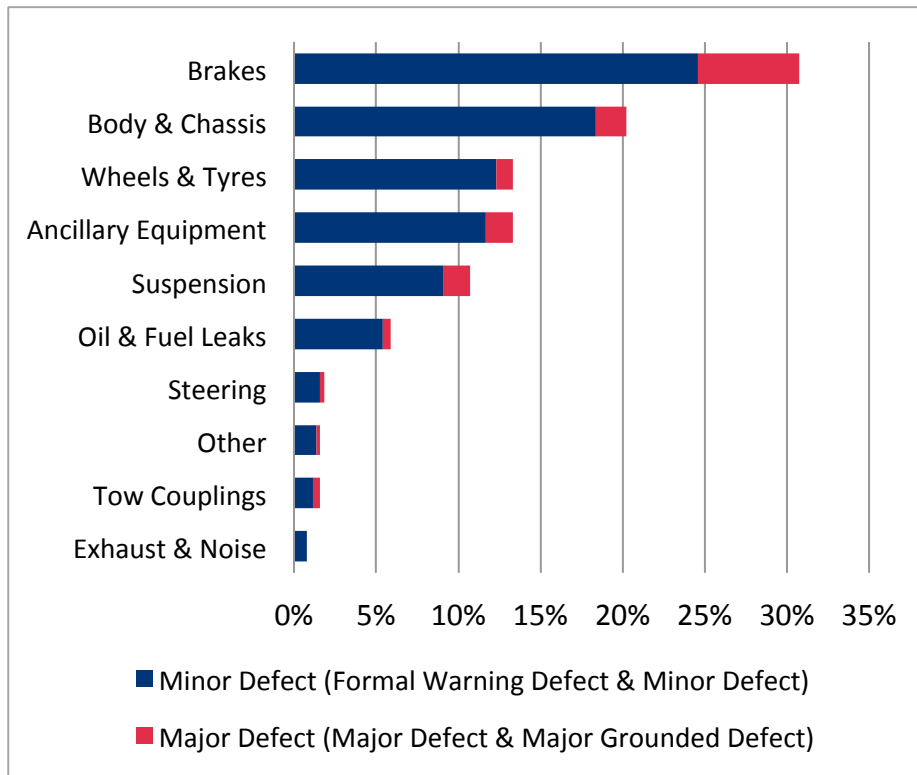
Dangerous/Hazardous goods								
	2016 Q3	2016 Q4	2017 Q1	2017 Q2	2017 Q3	2017 Q4	2018 Q1	2018 Q2
Vehicle units intercepted	834	787	779	852	721	646	631	746
Notices to Vehicle Unit	43	40	36	47	31	29	23	37
Total Notices	46	42	39	53	40	30	27	43
% Compliance Rate	95%	95%	95%	94%	96%	96%	96%	95%

Liquid (Non-dangerous/Hazardous) goods								
	2016 Q3	2016 Q4	2017 Q1	2017 Q2	2017 Q3	2017 Q4	2018 Q1	2018 Q2
Vehicle units intercepted	432	457	441	415	498	351	433	411
Notices to Vehicle Unit	41	46	48	37	33	24	43	55
Total Notices	53	50	54	44	42	29	49	65
% Compliance Rate	91%	90%	89%	91%	93%	93%	90%	87%

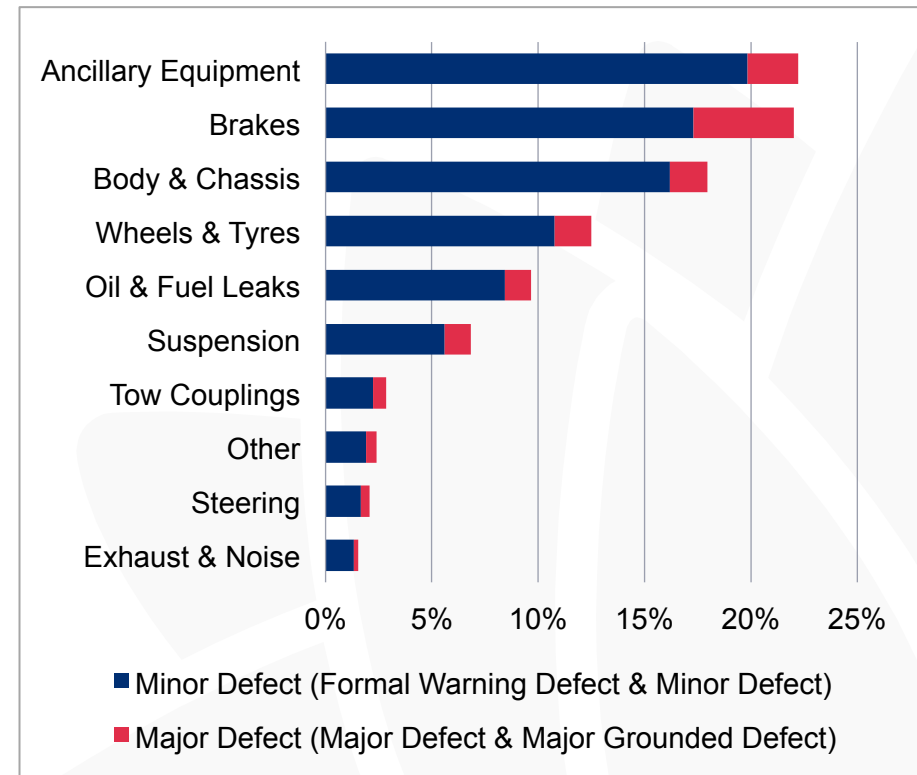
Roadworthiness

Defect Fault Types – July 2016 to June 2018

Tanker

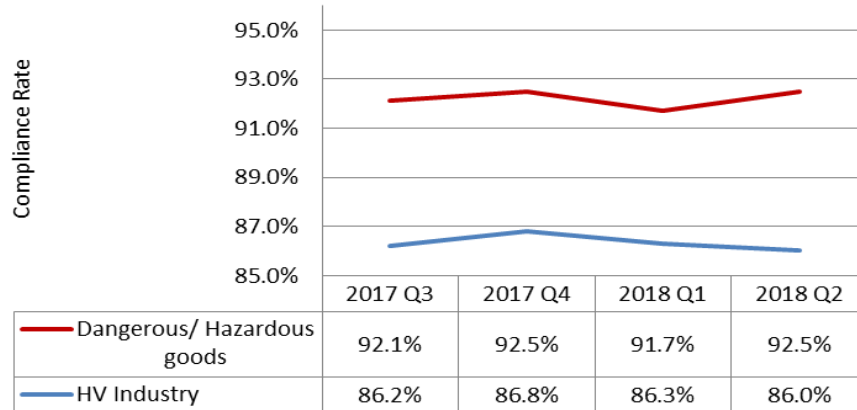


HV Industry

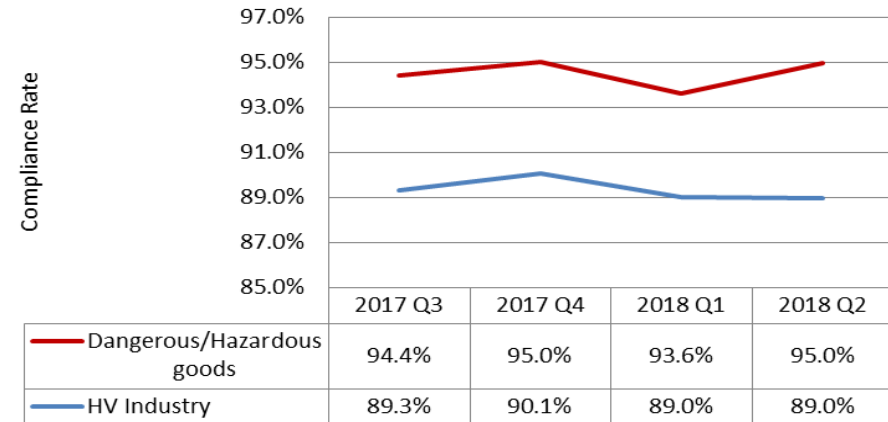


Dangerous Goods Sector Snapshot

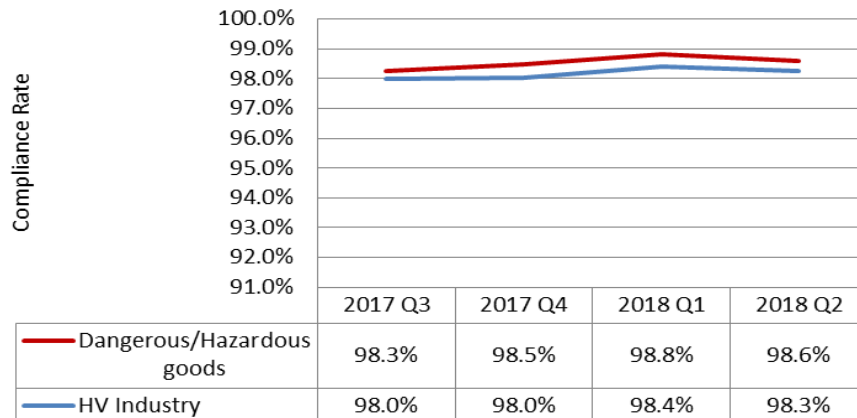
Heavy Vehicle Industry - Compliance



Defects - Compliance



Weight Breach - Compliance



Fatigue/Work Diary - Compliance

