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TRANSPORT NEWS

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Tyre fitting safety guide

Fitting tyres and wheels can lead to fatalities, sprains, strains and other injuries. Much can be done to prevent these injuries from happening.

This booklet helps to identify some of the potential hazards associated with tyre and wheel fitting, both in the workshop and off-site, and provides practical solutions and innovative methods to overcome the risk of injury.

The purpose of this guide is to help employers implement safe and effective work practices, and in so doing to comply with the occupational health and safety laws. The Tyre Fitters' Working Group, a collective of tyre fitting and safety experts comprising employers, employees and their unions, and WorkSafe Victoria, has prepared it. Click here to [view the publication](#).

Asbestos banned in workplaces & vehicle components.

The Australia-wide ban on all new uses of asbestos and materials containing asbestos became effective from 31st December 2003.

It is now illegal under the laws of each state and territory to use, re-use or sell any products containing asbestos, including automotive brake pads and gaskets.

The same prohibition applies in the Australian government sector and it will be complemented by a Customs regulation banning imports and exports. The ban does not apply to asbestos products and materials that are already in place. But when they are replaced, non-asbestos alternatives must be used.

Any stockpiles of asbestos-containing products must be safely disposed of under the applicable state and territory regulations.

The few exemptions to the ban are restricted in scope and will operate for a limited time. They only apply where there are much greater risks to safety if asbestos is not used. Protection from exposure is still required in these cases. [For more information](#) click here.

As it will be a long time before a vehicle repairer can be confident that a vehicle is asbestos free all repairers in the interest of their own health and safety should follow the practices outlined in the following brochure [Asbestos Materials in the Automotive Maintenance & Repair Industry](#). Click on the brochure title to get a copy.

Safe Handling of Freight

This months subject is [Safer Handling of Freight Procedure](#) that is available by clicking on the subject title.

Falls prevention

A recent report found that transport workers have a rate of injury caused by falling from vehicles and equipment that is four times the average for all workers and the severity of their injuries is nearly double that of all other injury claims.

South Australian workers compensation figures show that in the past three years transport workers involved in falls from vehicles, plant or equipment have resulted in compensation costs of over \$2.8 million. This results in an average claims cost of \$8,700.

If these figures are added to the list of transport workers injured as a result of slips, trips and falls on reasonably level surfaces, the total cost of fall related claims for the three years is over \$5 million.

While the major part of these direct costs appear to be met by WorkCover they are actually transferred back to the industry over the next couple of years, thereby

having a dramatic impact on the WorkCover levy for the whole industry. This in turn impacts on the individual employer's business costs and may be compounded by further WorkCover penalties and possible prosecution by Workplace Services for an unsafe system of work.

However, these obvious costs are only part of the story. Most don't realise that the so called 'hidden cost' related to the rescheduling of loads, engagement and training of a replacement driver can amount to between five and nine times the direct costs of the incident.

So did I hear you ask what needs to be done? I thought I did, so here is a link to the [Road Transport Falls Prevention Manual](#) published by the WorkCover Corporation. All you need to do is just click on the title and you should have a copy.

TruckSafe Operators based in SA, WA AND NT: Transition into NHVAS

The transition of TruckSafe accredited operators based in SA, WA & NT to the National Heavy Vehicle Accreditation Scheme maintenance management module commenced on 1 November 2003. A spokesperson for Transport SA has advised the transition has been slow with only 10 operators responding. This transition period will end 30 June 2004; there after all vehicles displaying the TruckSafe labels only will not be able to access regulatory concessions such as:

- route access south of Port Augusta West for Road Trains;
- increase mass limits for rigid truck and dog trailer combinations with air bag suspensions;
- exemption from the annual Transport SA roadworthiness inspection for,
 - o Restricted Access Vehicles (RAV's)

- o Livestock (Volume) Loading Scheme vehicles
- o B-Triple permit vehicles
- o Truck and dog trailer combinations obtaining increase mass limits.
 - o Federal Interstate Registration Scheme vehicles.

Legal Stuff

The chain of responsibility statement is now commonly used within the road transport industry. But what is it?

Chain of responsibility means anybody – not just the driver – who has control can be held responsible for breaches of road laws and may be made legally liable. In other words, if you use road transport as part of your business, you share responsibility for ensuring breaches of road laws do not occur.

If a breach of road transport law occurs due to your action, inaction or demands, you may be legally accountable.

Put simply this means:
Control=responsibility=legal liability

WA and NT based TruckSafe accredited operators who still wish to access the regulatory concessions available through the national scheme may apply through Transport SA.

Transport SA advises that applications from TruckSafe operators based in SA, WA & NT are to be submitted to Transport SA, PO Box 2526 Regency Park Business Centre 5942 well before the closing date. A copy of the most recent audit report must also accompany the application.

Further information including NHVAS application forms is available by clicking here: [Transport SA web site](#).

If you have any further questions regarding the transition do not

hesitate to contact the Heavy Vehicle Accreditation Team (HVAT) on telephone number 1300 656 243.

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Disclaimer

We suggest that our clients do not act solely on the basis of material contained in this newsletter because the items herein are comments of a general nature only and may be liable to misinterpretation in a particular circumstance, also changes to legislation and policy can occur quickly. We therefore recommend that our advice be sought before acting on any of this information.