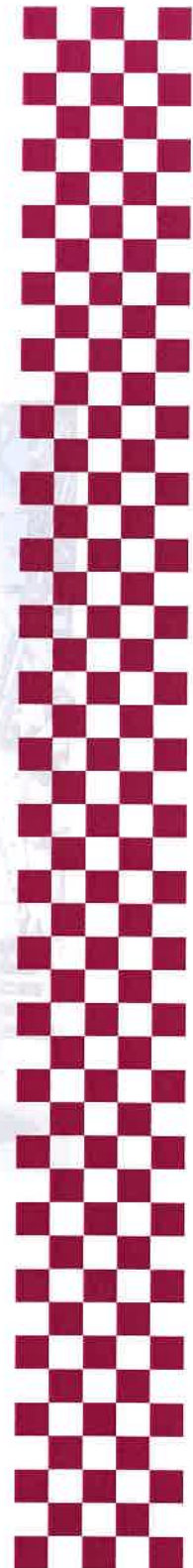




NEWLOG
North East Weight of Loads Group

2018/2019
Annual Report



Participating Councils



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OBJECTIVE

Newlog operates with the objective of reducing damage to Council and classified roads and the promotion of road safety, by policing of vehicle weights as prescribed in the Acts and Regulations pertinent to overloading.

OVERVIEW OF OPERATIONS

The group operates as a resource sharing cooperative of the eight member Councils (Ballina, Byron, Clarence Valley, Kyogle, Lismore, Richmond Valley, Tenterfield and Tweed) in accordance with its constitution, and with financial assistance from the RMS under the terms of a Memorandum of Understanding.

Its purpose is to enforce Mass Limits on heavy vehicles operating within the member councils' areas to reduce damage caused to the road network by overloading.

Ballina Shire Council is the administrative council, managing the group's operations and employing Newlog staff.

Enforcement is carried out by fixed and mobile patrols over the area's local, regional and state road network utilising mobile and static weigh operations. Weigh in Motion (WIMO) operations are carried out in selected locations based on logistic and access factors.

The inspectors operate as two crews with two inspectors in each vehicle. Processing of breaches and the associated administration is carried out by the team members.

MANAGEMENT ARRANGEMENTS

The Group operates under a Memorandum of Agreement (MOU) with the RMS. This agreement was initially due to expire on 30 June 2011, however RMS have advised that the previous MOU will continue to operate while funding is still being provided.

Member Councils have executed a Deed of Agreement which details the management and functions of Newlog. This Deed of Agreement expired on 1 July 2012, and has by agreement been extended on a month to month basis, until a new MOU with RMS is executed.

The RMS has delegated certain functions under "The Roads Act and Road Transport (General) Acts and Regulations" to member Councils and in turn member Councils have delegated the necessary functions to Ballina Shire Council (the "Administrative Council") to undertake these functions on their behalf by Newlog.

KEY AREAS OF OPERATIONS

Staff

Newlog operates with four inspection staff, one of whom also completes duties as the Team Leader. These staff are supported by a pool of casual relief staff. This means two patrols of two inspectors each operates each week of the year. Rosters are prepared by the Team Leader to deploy patrols to maximise impact, meet seasonal freight movement needs, ensure member coverage and respond to reported breaches from members and the public.

Most administrative tasks are carried out by the inspector teams, which include breach checking and issuing, member council liaison, breach reconciliation and RMS member reporting.

Vehicles

The inspectors operate two Isuzu Dmax utility vehicles. These vehicles have an aluminum tray back and canopy. The separate load compartment provides for operator safety and a comfortable loading height for the scales and allows easy access to equipment through the offside doors. Standard logos and signwriting has been applied and the approved Weight of Loads Group magenta light bars are fitted.

Weighing Equipment

Weighing equipment consists of two sets of six portable Haenni wheel scales (each set sufficient to weigh one rigid truck in one operation, or one semitrailer in two operations), and one set of Weigh in Motion (WIMO) scales that allow quick screening of a large volume of trucks at appropriate sites such as Kerr Street on the old Pacific Highway in Ballina, Johnson Street in Casino, Dawson Street in Lismore, Tarban Creek in Tenterfield. This means there are minimal delays for trucks that are loaded in accordance with the regulations. Due to the completion of the Ballina Bypass the Kerr Street site presents fewer vehicles for weighing and hence is now of reduced value as a weigh site.

The weight in motions scales are easy to transport and quick to deploy at suitable sites.

The two sets of six Haenni individual wheel scales are also operating effectively and providing good service, with any service issues being promptly dealt with by the agent located on the Gold Coast. The annual calibration and certification can now be carried out efficiently on the Gold Coast.

Breach Processing

Newlog has entered a Service Level Agreement for a Premium Processing Service with Revenue NSW. For a standard fee the SDRO process all breaches issued under the SEINS system and remits the fine income to Newlog and issues Court Attendance Notices for unpaid fines. After the notice is issued by the SDRO for Court elected matters, the prosecution is managed by a local solicitor.

Some breaches require the automatic issue of a Court Attendance Notice, and these are handled by a local solicitor.

Communication

Member councils are provided standard monthly reports by email, and a report is provided monthly to the RMS as required under the MOU with operational performance statistics.

Inspectors regularly communicate with staff from member councils regarding compliance problems in their areas.

Annual Weight of Loads Conference

The inspectors attend an annual conference hosted on rotation by each of the NSW Weight of Loads Groups. The last conference was held in September 2018 at the North East Weight of Loads Group (Newlog) headquarters in Ballina

Conference speakers included RMS, NHVR, Revenue NSW, and Council representatives from Risk Management and Information Services. The Conference also includes a full day refresher training from RMS on mass enforcement.

ENFORCEMENT SUMMARY

Enforcement Summary and Breach Categories

The Road Transport Act 2013 provides for 3 levels of Mass breaches:

- a) minor risk breaches, (less than 5%)
- b) substantial risk breaches, (greater than 5%, less than 20%)
- c) severe risk breaches, (greater than 20%) Automatic Court Attendance Notice issued.

These levels are defined by relating to the risk of damage to road infrastructure and risk to public safety caused by the overloading.

Additionally, Newlog issues infringements for B-Doubles off route, exceeding posted load limits on roads and bridges and vehicles with a GVM under 4.5 ton that are used commercially.

During the 2018/19 year a total of 111 breaches were detected, 2 less than the previous year. The breaches for the 2018/19 year included:

- 14 Minor risk (less than 5%)
- 39 Substantial risk (between 5% and 20%)
- 1 Severe risk (greater than 20%)

- 17 Off-route
- 38 Load-limited exceedances
- 1 Issued to 4.5 tonne
- 1 Issued for a fail to stop.

Table 1 outlines the interceptions that took place on various load types within each for the local government areas.

Significant areas of non-compliance are noted as:

- The logging industry is still a concern with a compliance rate of only 81% (or 20 breaches from 107 trucks weighed).
- The 68% compliance rate for empty trucks is brought about by trucks travelling through load limited roads and empty b-doubles travelling on non b-double routes.
- There were no breaches of the sugar cane haulers. Since the introduction of the scheme they have been compliant.
- Of the 111 breaches, 19 of these were during weigh in motion operations conducted in the Lismore and Tenterfield Shires.
- Out of the 111 breaches, 20 were on state roads and 91 on local roads.

Table 1- Intercept, Load Type, and Council Area Breach Statistics

The following table provides a summary of compliance, intercepts and breaches by load type and Council area.

Load Type	Interceptions	Council								Total
		Ballina	Byron	Clarence	Kyogle	Lismore	Richmond	Tenterfiel	Tweed	
AGG/SAND/SOIL	Stopped	66	100	119	96	165	51	96	92	785
	Breached	3	4	1	2	5	0	2	3	20
	Compliance	95%	96%	99%	98%	97%	100%	98%	97%	97%
BRICKS/TILES	Stopped	0	1	0	0	1	0	0	0	2
	Breached	0	0	0	0	1	0	0	0	1
	Compliance	#DIV/0!	100%	#DIV/0!	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	50%
CEMENT	Stopped	6	9	6	5	5	1	2	2	36
	Breached	0	0	0	0	0	0	0	0	0
	Compliance	100%	100%	100%	100%	100%	100%	100%	100%	100%
CONCRETE	Stopped	15	18	7	8	21	5	4	5	83
	Breached	0	0	0	0	0	1	0	0	1
	Compliance	100%	100%	100%	100%	100%	80%	100%	100%	99%
FUEL	Stopped	4	11	15	12	32	5	32	5	116
	Breached	0	0	0	0	0	0	0	0	0
	Compliance	100%	100%	100%	100%	100%	100%	100%	100%	100%
GENERAL	Stopped	72	148	123	87	204	55	128	138	955
	Breached	3	0	7	1	4	2	0	22	39
	Compliance	96%	100%	94%	99%	98%	96%	100%	84%	96%
MACHINERY	Stopped	30	37	39	53	67	16	53	56	351
	Breached	1	1	0	1	0	0	1	3	7
	Compliance	97%	97%	100%	98%	100%	100%	98%	95%	98%
LIVESTOCK	Stopped	1	4	19	44	34	27	61	3	193
	Breached	0	0	1	0	0	0	3	0	4
	Compliance	100%	100%	95%	100%	100%	100%	95%	100%	98%
GRAIN	Stopped	0	1	1	22	1	11	19	2	57
	Breached	0	0	0	0	0	0	0	0	0
	Compliance	#DIV/0!	100%	100%	100%	100%	100%	100%	100%	100%
SUGAR CANE	Stopped	0	0	26	0	0	65	0	64	155
	Breached	0	0	0	0	0	0	0	1	1
	Compliance	#DIV/0!	#DIV/0!	100%	#DIV/0!	#DIV/0!	100%	#DIV/0!	98%	99%
PERISHABLE	Stopped	3	4	2	4	7	1	10	6	37
	Breached	0	0	0	0	1	0	0	0	1
	Compliance	100%	100%	100%	100%	86%	100%	100%	100%	97%
REFRIGERATED	Stopped	15	20	9	10	32	6	29	24	145
	Breached	0	0	0	0	0	0	0	2	2
	Compliance	100%	100%	100%	100%	100%	100%	100%	92%	99%
STEEL	Stopped	8	15	16	9	17	5	9	11	90
	Breached	0	0	0	0	0	0	0	4	4
	Compliance	100%	100%	100%	100%	100%	100%	100%	64%	96%
TIMBER	Stopped	5	19	20	11	29	8	8	13	113
	Breached	0	0	0	0	1	0	0	2	3
	Compliance	100%	100%	100%	100%	97%	100%	100%	85%	97%
LOGS	Stopped	4	4	41	27	8	8	9	6	107
	Breached	3	0	5	6	0	3	2	1	20
	Compliance	25%	100%	88%	78%	100%	63%	78%	83%	81%
EMPTY	Stopped	1	0	2	2	6	2	4	5	22
	Breached	1	0	2	0	0	2	0	2	7
	Compliance	0%	#DIV/0!	0%	100%	100%	0%	100%	60%	68%
TOTAL	Stopped	230	391	445	390	629	266	464	432	3247
	Breached	11	5	16	10	12	8	8	40	110
	Compliance	95%	99%	96%	97%	98%	97%	98%	91%	97%

Table 2-Distribution of Patrol Hours by Council Area

The following table provides a summary of distribution hours between each member Council's area.

Council	Area (km2)	Road Type	Total Hrs	By Council (Target=60/40%)	Distribution of Hours	
					Actual	Target
BALLINA	484	State	108.50	25%	12.67%	12.50%
		Local	324.80	75%		
BYRON	567	State	127.20	31%	11.85%	12.50%
		Local	278.00	69%		
CLARENCE VALLEY	10,441	State	171.90	36%	13.80%	14.50%
		Local	300.20	64%		
KYOGLÉ	3,589	State	186.30	48%	11.38%	10.50%
		Local	203.00	52%		
LISMORE	1,290	State	118.60	25%	13.96%	14.50%
		Local	358.70	75%		
RICHMOND VALLEY	3,051	State	175.60	44%	11.67%	10.50%
		Local	223.70	56%		
TENTERFIELD	7,332	State	198.30	54%	10.75%	10.50%
		Local	169.30	46%		
TWEED	1,309	State	159.60	34%	13.92%	14.50%
		Local	316.50	66%		
TOTAL	28,063		3,420		100.0%	100%

Table 3- Overall Performance of Mobile and WIMO operations

Month	No. of Trucks Stopped			Breach Method		No. of Breaches						Overall Compliance				
	Mobile	Wimo	Total	Mobile	Wimo	Minor	Substantial	Severe	Off Route	Load Limit	4.5 Tonne	Other	Total	Mobile	Wimo	Average
July	316	44	360	4	0	0	1	0	1	2	0	0	4	99%	100%	99%
August	253	102	355	10	2	2	4	0	1	5	0	0	12	96%	98%	97%
September	186	0	186	4	0	0	1	0		3	0	0	4	98%	#DIV/0!	98%
October	278	0	278	5	0	1	2	0	1	1	0	0	5	98%	#DIV/0!	98%
November	253	155	408	5	3	3	2	0	0	3	0	0	8	98%	98%	98%
December	160	0	160	4	0	0	3	0	1	0	0	0	4	98%	#DIV/0!	98%
January	212	101	313	6	4	2	5	0	1	1	1	0	10	97%	96%	97%
February	170	41	211	7	1	0	6	0	1	1	0	0	8	96%	98%	96%
March	245	47	292	18	2	3	4	0	4	8	0	1	20	93%	96%	93%
April	75	53	128	7	1	0	3	0	1	4	0	0	8	91%	98%	94%
May	285	79	364	12	6	3	5	0	3	7	0	0	18	96%	92%	95%
June	192	0	192	10	0	0	3	1	3	3	0	0	10	95%	#DIV/0!	95%
TOTAL	2625	622	3247	92	19	14	39	1	17	38	1	1	111	96%	97%	97%

Month	No Trucks Breached		
	State	Local	Total
July	4	4	4
August	3	9	12
September	1	3	4
October	1	4	5
November	1	7	8
December	1	3	4
January	5	5	10
February	1	7	8
March	3	17	20
April	1	7	8
May	3	15	18
June		10	10
TOTAL	20	91	111

Shire	No Trucks Breached		
	State	Local	Total
Ballina	1	10	11
Byron Bay		6	6
Clarence Valley	3	14	17
Kyogle	7	3	10
Lismore		12	12
Richmond Valley	1	6	7
Tenterfield	8		8
Tweed Heads		40	40
TOTALS	20	91	111

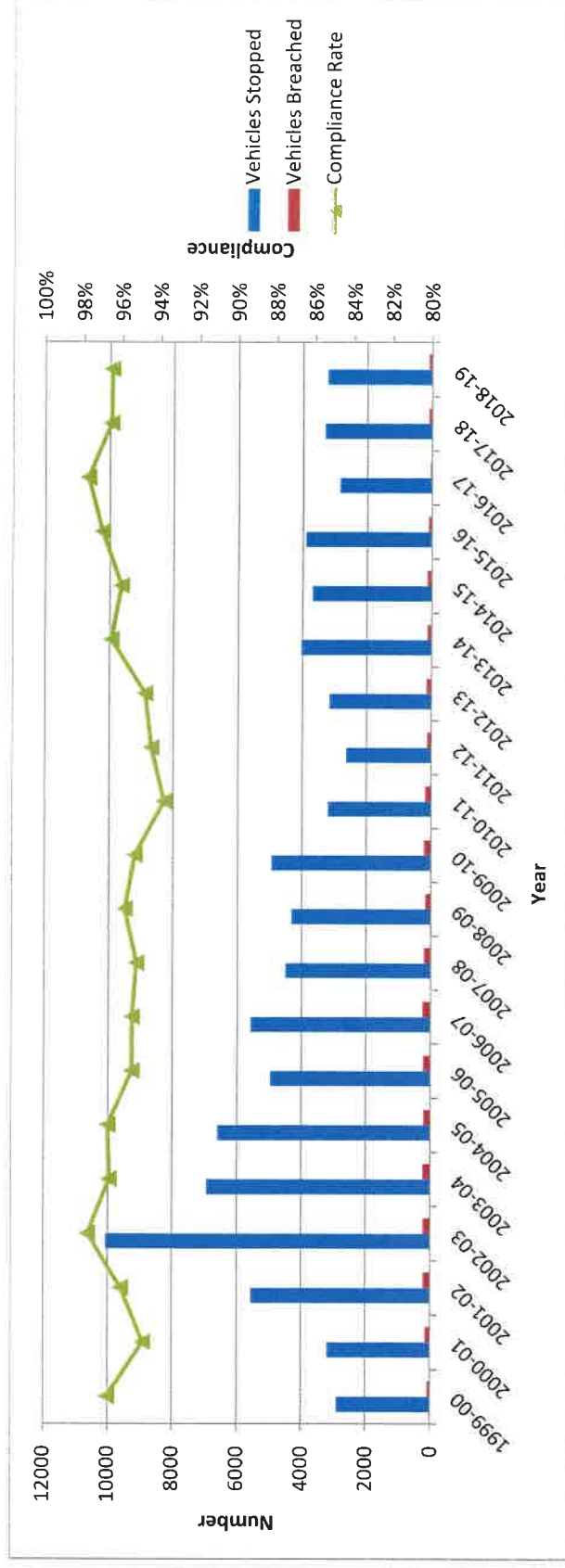
A comparison of the number of vehicles stopped against breaches is provided since 1999/2000. It shows compliance in our region is remaining high.

Table 4 – Vehicles Stopped vs Breaches – Historical data to present

	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19
Vehicles Stopped	2906	3199	5571	10092	6961	6605	4977	5591	4512	4341	4951	3204	2649	3167	4051	3713	3908	2856	3332	3247
Vehicles Breached	95	164	221	228	235	218	226	254	215	180	231	198	146	164	138	146	115	63	113	111
Compliance	97%	95%	96%	98%	97%	97%	95%	95%	95%	96%	95%	94%	94%	95%	97%	96%	97%	98%	97%	97%

These results are presented in the graph below.

Graph 1 - Vehicles Stopped vs Breaches – Historic trends to present



FINANCIAL POSITION

Financial Statement

The total operating expenses for 2018/19 came in at \$554,365, with a net operating result of -\$290,654.

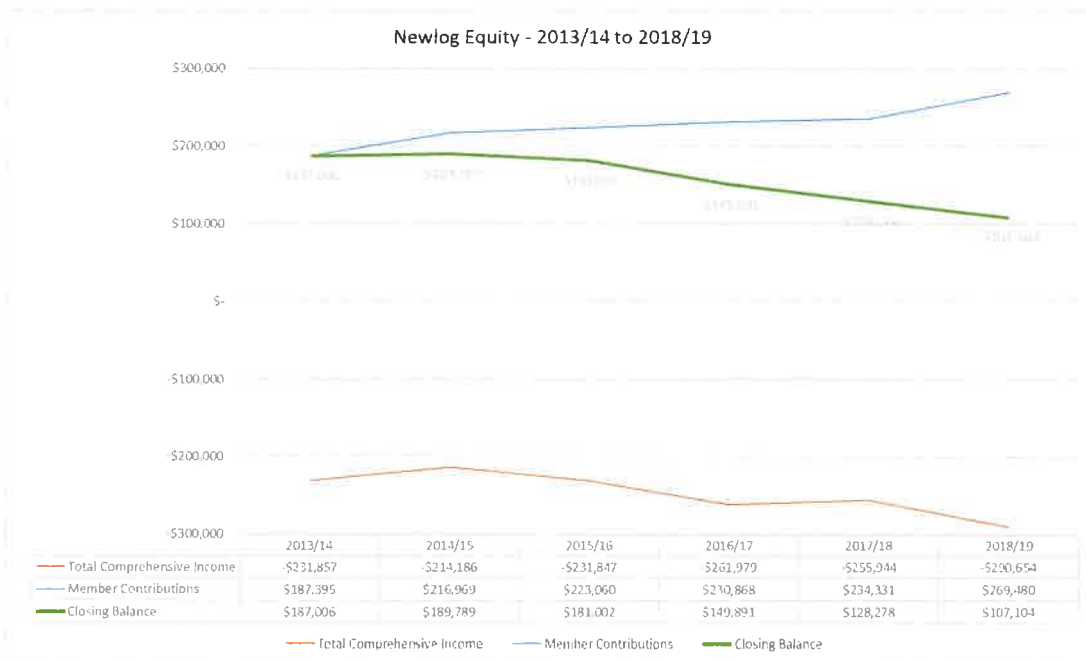
Income that ran the Newlog operations this year was generated from:

- A grant provided by Roads and Maritime Services, at a value of \$194,558
- The member Council contributions, at a value of \$269,480
- Payment of fines issued, at a value of \$64,275

Further information is contained in the attached Financial Statement.

Equity

The equity of Newlog is monitored over the last five financial years, with closing balance results indicating the reserve funds being consistently utilized to fund annual operations.



The administrative Council will be putting forward to all Member Council what options exist from 2020/21 and into the future in terms of continuing service level and member contributions. These options will be presented for consideration and discussion with the group.