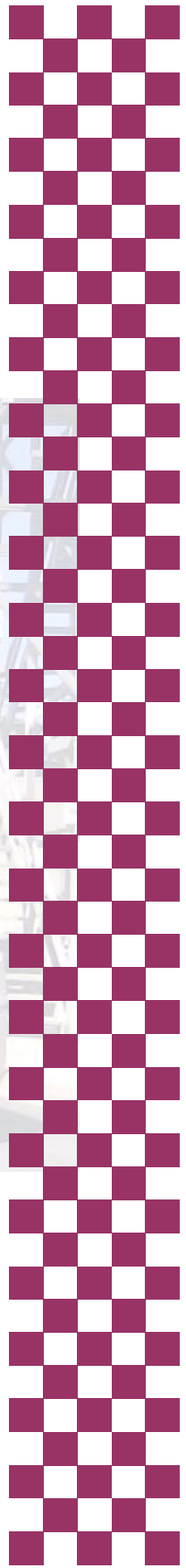




NEWLOG
North East Weight of Loads Group

2016/2017
Annual Report



Participating Councils



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OBJECTIVE

Newlog operates with the objective to generally advance the aims of reducing damage to Council and classified roads and 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 8 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 indicated at 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 expires on 1 July 2012, and has by agreement been extended on a month to month basis.

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 too 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 normally attend the annual conference hosted on rotation by the Groups. The last conference was held in September 2017 at the North West Weight of Loads Group headquarters in Moree.

Conference speakers included RMS, NHVR, legal, health and safety representatives and a representative from Revenue NSW.

2016/17 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 breakpoints 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 2016/17 year a total of 63 breaches were detected, 52 less than the previous year. There are a couple of reasons for the reduction of breaches. The sugar cane industry has fitted all their prime movers with on board scales and modified their trailers to enable the driver to place the cane bin back down on the pad if there is an overloaded axle, it is then the responsibility of the harvesting group to adjust the loaded bin to compliance. Another reason for less breaches was the closure of a load limited road in the Tweed Shire that results in quite a few breaches this road has since re opened. The breaches for the 2016/17 year included:

- 6 Minor risk (less than 5%)
- 29 Substantial risk (between 5% and 20%)
- 3 Severe risk (greater than 20%)

- 8 Off-route
- 13 Load-limited exceedances
- 3 Issued to 4.5 tonne
- 1 breach issued for a fail to stop.

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	52	102	115	50	116	50	65	86	636
	Breached	1	1	1	1	3	1	1	2	11
	Compliance	98%	99%	99%	98%	97%	98%	98%	98%	98%
BRICKS/TILES	Stopped	2	1	0	0	0	0	0	1	4
	Breached	0	0	0	0	0	0	0	1	1
	Compliance	100%	100%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	75%
CEMENT	Stopped	2	3	1	1	2	2	4	5	20
	Breached	0	0	0	0	0	0	0	0	0
	Compliance	100%	100%	100%	100%	100%	100%	100%	100%	100%
CONCRETE	Stopped	12	8	11	4	12	7	4	16	74
	Breached	0	0	1	0	1	0	0	0	2
	Compliance	100%	100%	91%	100%	92%	100%	100%	100%	97%
FUEL	Stopped	3	9	9	13	27	5	19	8	93
	Breached	0	1	0	0	0	0	0	0	1
	Compliance	100%	89%	100%	100%	100%	100%	100%	100%	99%
GENERAL	Stopped	53	77	89	65	186	39	94	91	694
	Breached	0	2	3	1	1	0	2	5	14
	Compliance	100%	97%	97%	98%	99%	100%	98%	95%	98%
MACHINERY	Stopped	14	40	32	25	50	26	37	48	272
	Breached	1	0	1	1	2	0	0	2	7
	Compliance	93%	100%	97%	96%	96%	100%	100%	96%	97%
LIVESTOCK	Stopped	3	8	19	43	49	16	61	4	203
	Breached	0	0	0	0	1	0	0	0	1
	Compliance	100%	100%	100%	100%	98%	100%	100%	100%	100%
GRAIN	Stopped	1	1	6	20	12	12	28	3	83
	Breached	0	0	0	1	0	0	1	0	2
	Compliance	100%	100%	100%	95%	100%	100%	96%	100%	98%
SUGAR CANE	Stopped	0	0	68	0	0	115	0	87	270
	Breached	0	0	0	0	0	0	0	4	4
	Compliance	#DIV/0!	#DIV/0!	100%	#DIV/0!	#DIV/0!	100%	#DIV/0!	95%	99%
PERISHABLE	Stopped	1	2	8	3	11	2	3	9	0
	Breached	0	0	0	0	1	0	0	1	0
	Compliance	100%	100%	100%	100%	91%	100%	100%	89%	#DIV/0!
REFRIGERATED	Stopped	4	11	8	11	24	7	42	17	124
	Breached	0	0	0	0	0	0	0	1	1
	Compliance	100%	100%	100%	100%	100%	100%	100%	94%	99%
STEEL	Stopped	5	13	11	12	21	7	16	19	104
	Breached	0	1	0	0	0	0	0	0	1
	Compliance	100%	92%	100%	100%	100%	100%	100%	100%	99%
TIMBER	Stopped	6	15	16	17	14	16	8	23	115
	Breached	0	0	1	0	2	1	0	1	5
	Compliance	100%	100%	94%	100%	86%	94%	100%	96%	96%
LOGS	Stopped	5	3	16	13	3	15	5	2	62
	Breached	1	0	3	2	2	2	0	0	10
	Compliance	80%	100%	81%	85%	33%	87%	100%	100%	84%
EMPTY	Stopped	0	5	0	5	10	0	9	4	33
	Breached	0	0	0	0	0	0	0	1	1
	Compliance	#DIV/0!	100%	#DIV/0!	100%	100%	#DIV/0!	100%	75%	97%
TOTAL	Stopped	163	298	409	282	537	319	395	423	2787
	Breached	3	5	10	6	13	4	4	18	61
	Compliance	98%	98%	98%	98%	98%	99%	99%	96%	98%

Significant areas of non-compliance are noted as:

- The sugar cane haulage was 1% non-compliant, however this is an improvement on the previous year when the industry were 6% non-compliant.
- The logging industry is still a concern with a compliance rate of only 84% (or 10 breaches from 62 trucks weighed).
- The 97% 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.

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	94	23%	12.09%	12.50%
		Local	312	77%		
BYRON	567	State	148	35%	12.57%	12.50%
		Local	274	65%		
CLARENCE VALLEY	10,441	State	192	42%	13.68%	14.50%
		Local	267	58%		
KYOGLÉ	3,589	State	180	55%	9.78%	10.50%
		Local	148	45%		
LISMORE	1,290	State	144	29%	14.67%	14.50%
		Local	348	71%		
RICHMOND VALLEY	3,051	State	178	46%	11.42%	10.50%
		Local	206	54%		
TENTERFIELD	7,332	State	210	59%	10.58%	10.50%
		Local	145	41%		
TWEED	1,309	State	186	36%	15.21%	14.50%
		Local	325	64%		
TOTAL	28,063		3,355		100.0%	100%

Legend:

	LARGE Council
	MEDIUM Council
	SMALL Council

Table 3- Overall Performance of Mobile and WIMO operations

Month	No. of Trucks Stopped			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	264	54	318	7	1	0	5		1		1	1	8	97%	98%	97%
August	231	41	272	4	4	1	7						8	98%	90%	97%
September	201	48	249	5	0	1	2	1	1				5	98%	100%	98%
October	245	57	302	1	0	0			1				1	100%	100%	100%
November	237	29	266	6	1	0	3	2	2				7	97%	97%	97%
December	162	38	200	1	1	1			1				2	99%	97%	99%
January	171	41	212	2	0	0	1			1			2	99%	100%	99%
February	189	26	215	8	0	0	3		1	4			8	96%	100%	96%
March	142	32	174	2	2	1	2			1			4	99%	94%	98%
April	127	52	179	3	0	0	2			1			3	98%	100%	98%
May	203	60	263	2	2	1	2			1			4	99%	97%	98%
June	136	70	206	9	2	1	2		1	5	2		11	93%	97%	95%
TOTAL	2308	548	2856	50	13	6	29	3	8	13	3	1	63	98%	98%	98%

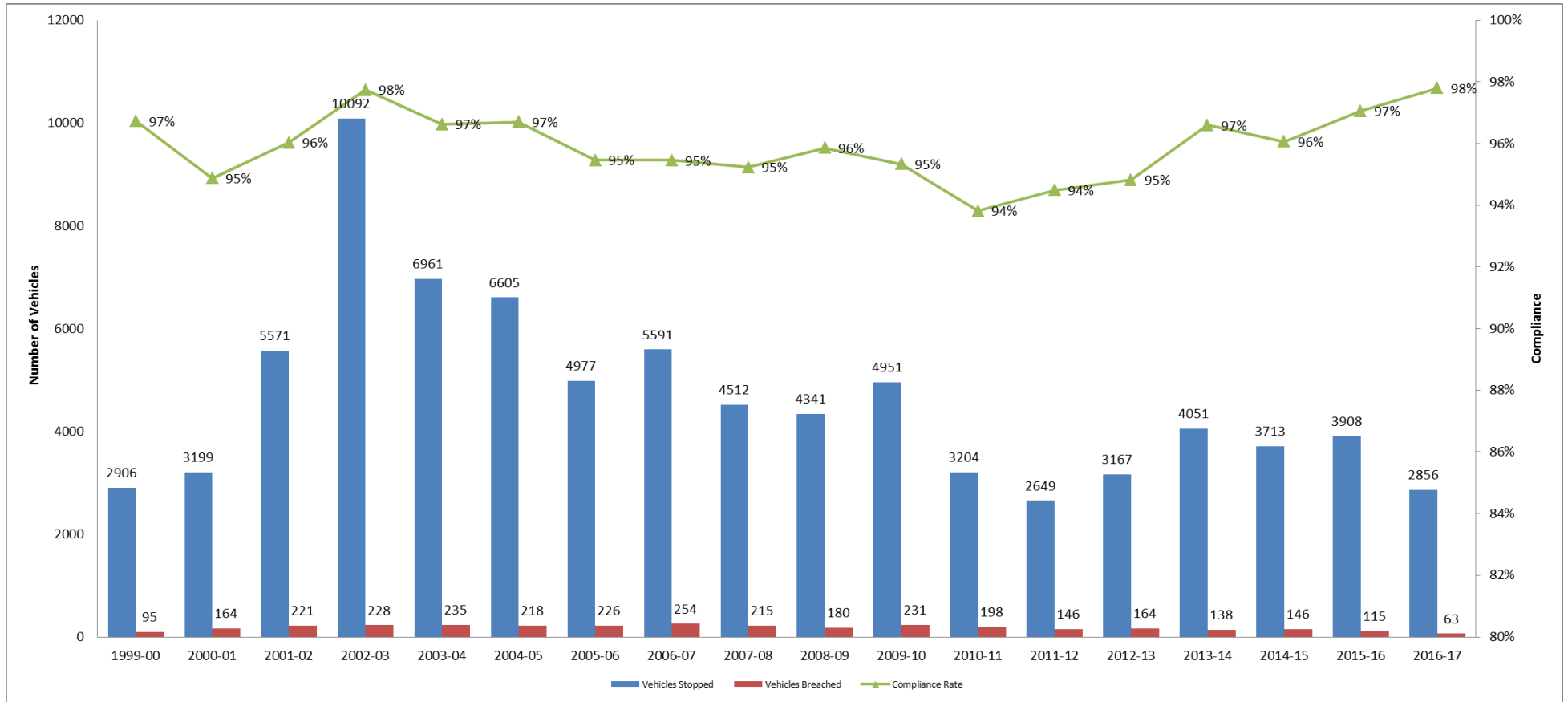
A comparison of the number of vehicles stopped against breaches is provided since 1999/2000. It shows compliance in our region is remaining high.

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
Vehicles Stopped	2906	3199	5571	10092	6961	6605	4977	5591	4512	4341	4951	3204	2649	3167	4051	3713	3908	2856
Vehicles Breached	95	164	221	228	235	218	226	254	215	180	231	198	146	164	138	146	115	63
Compliance	97%	95%	96%	98%	97%	97%	95%	95%	95%	96%	95%	94%	94%	95%	97%	96%	97%	98%

These results are presented in the graph below.

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



FINANCIAL POSITION

NEWLOG Financial Analysis

There was a decline in fine revenue from the previous year, with actual revenue coming in at \$40,287. This is due to obtaining the highest compliance rate (98%) with the vehicles travelling on the member council roads since 2002/03.

The other income that runs this program includes, the operational grant provided by the Roads and Maritime Services comes in at \$184,596 and the capital member Council contributions at \$230,868.

With the total operating expenses at \$493,250, saw the net operating result -\$258,859. This resulted in utilising the Newlog reserve balance to fund the loss. The current reserve balance for the program is \$207,491.

Due to the higher compliance on roads, reducing the income derived from fines, the level of the programs reserve, it will be recommended that an increase to the member contributions be discussed at the AGM.

Further information is contained in the attached Financial Statement.