

## ROADS AND TRAFFIC AUTHORITY AND WORKCOVER

### OPERATIONAL PROTOCOL

The Roads and Traffic Authority (RTA) and the WorkCover Authority (WorkCover) have a range of responsibilities related to safety in the Long Haul Transport (LHT) industry. Collaborative responses by agencies to the safety issues that arise out of incidents and their investigation will enhance the effective implementation of those provisions.

In undertaking their shared responsibilities relating to safety in the LHT sector, the agencies agree to coordinate operational activities in the following areas:

- Information collection and exchange:
- Notification of incidents involving Heavy Vehicles
- Triggers for referral between agencies
- Arrangements for liaison
- Co-ordination of enforcement strategies
- Development of education & awareness raising strategies
- Reporting mechanisms
- Monitoring & review mechanisms

#### 1. Information Exchange

To facilitate information exchange, the agencies agree to establish a central contact point within each agency. The central contact point will be a nominated position known as LHT Investigation Liaison Officer (LILO).

**RTA LILO**                      Manager Information Analysis, Vehicle Regulation Operations

**WorkCover LILO**          Team Co-ordinator Transport and Storage

Where information exchange involves disclosure of personal information as defined in the Privacy and Personal Information Protection Act 1998 the agencies will comply with the requirements of this Act and any Direction issued under it.

#### 2. Notification Of Incidents Involving Heavy Vehicles Between Parties

As a matter of course RTA and WorkCover should advise each other when significant incidents involving LHT become known.

##### ***Trigger for referrals to WorkCover by RTA***

- Matters, including crashes, incidents and complaints that may indicate the failure or lack of a workplace management system that would be a breach of the Occupational Health and Safety Act. RTA acknowledges that WorkCover is responsible for the investigation,

and where appropriate, enforcement of offences under this Act. Consistent with this, a trigger for referral may include:

- Where fatigue is suspected as a cause of the Crash or incident and or where it is suspected that a Fatigue Management Plan is absent or has not been effectively implemented; or
- Where a complaint indicates that a Fatigue Management Plan is absent or has not been effectively implemented; or
- Roadworthiness matters which indicate the failure or lack of system for maintaining vehicles in a safe condition

### ***Trigger for referrals to RTA by WorkCover***

- Matters that have come to the attention of WorkCover that indicates failures that could impact on road safety. In particular these may include:
  - Pure road safety issues such as speeding, driver fatigue or the roadworthiness of individual vehicles that do not have elements of systemic failure of workplace systems
  - Complaints related to road safety matters
  - Load restraint

### **3. Arrangements for liaison**

First Point of contact under this protocol is the LILO. If there are matters of policy or issues that cannot be resolved at the operational level these will be resolved by reference to:

**RTA:** General Manager Heavy Vehicle Reform and Compliance

**WorkCover:** Team Manager, Retail Wholesale Transport and Storage Team

The parties agree to meet quarterly to review operational and policy issues. These include but are not limited to feedback on referrals, progress of investigations, timeliness of information exchange and institutional arrangements arising from this protocol.

### **4. Co-ordination of enforcement strategies**

The parties agree to work closely to align enforcement activities and strategies to ensure consistency of action and reduction in duplication.

### **5. Development of education & awareness raising strategies**

The parties agree to develop and fund appropriate joint education and awareness campaigns.

### **6. Reporting mechanisms**

The parties will report to the Chief Executive Officer of the RTA and the Chief Executive Officer of WorkCover quarterly on the effectiveness of this operational protocol.

The Parties will report to the Interagency Taskforce on Long Haul Trucking on outcomes being achieved from this protocol.

**7. Monitoring & review mechanisms**

This Protocol may be varied or added to by agreement in writing between the Chief Executive Officer of the RTA and the Chief Executive Officer of WorkCover. The initial operation of this protocol shall be reviewed twelve months from the date of its commencement. The term of this protocol shall be three years. The parties agree to meet twelve months prior to the expiry of this protocol to negotiate a new protocol.

**8. Compliance with Statutory Requirements**

RTA and Workcover acknowledge that their responsibilities under this Protocol must be carried out in accordance with applicable statutory requirements.