

WorkSafe ACT Road Transport Q&A

Is it simple enough for PCBUs and workers who need to interpret legislation, regulation, law and code of Practice? Have we lost sight of critical areas of risk?

Being able to understand and apply legislative requirements to ensure the health and safety of workers or other persons at a workplace or who may be affected by the business or undertaking is important, however it is necessary to always be aware of the risks involved as this will inform what appropriate control measures are required to eliminate or minimise them under the legislation.

What role does infrastructure (e.g., lack of rest areas, poor road quality) have in fatigue compliance? Should we focus more on this area?

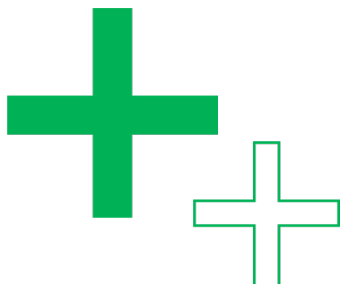
Heavy vehicle drivers are often involved in long distance driving which usually means isolation, travelling remotely for a lengthy period of time. "Living rough" when on a driving job can add to the stress (both physical and mental) to such a worker. We know that psychosocial hazards can lead to significant mental stress and is often difficult to address. It is an employer's obligation to control the hazards within their remit.

With so many trucks hauling for Woolworths and Coles how much responsibility is on them for applying pressure to freight companies when something goes wrong.

Woolworths and Coles as the 'end users' benefit from the work of trucks haulage drivers. They have contractual obligations with these providers. It may be worthwhile canvassing with large corporations who rely on the road transport industry as to what they can provide to assist with the management of safety for these drivers.

What training do ACT police have in heavy vehicle enforcement, such as fatigue and licensing, and how can we improve it?

WorkSafe ACT do not regulate ACT Police and as such are unable to address this question. Comcare are the regulator for ACT Police.



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Why does Worksafe act immediately on issues raised by government agencies and not by private companies? Sometimes it seems government protecting itself.

WorkSafe treats all issues raised whether public or private equally. When matters are raised, they are triaged internally to ensure that urgent matters, such as notifications, where injuries have resulted, and high-risk matters are prioritised and dealt with, according to WorkSafe's resources and staff capacity at the time.

Should safely driving with heavy vehicles be a key part of driver licensing courses/ accreditation?

This is not a matter relevant to WorkSafe ACTs role as a WHS regulator and as such we do not have a view on what should be included in driver licensing courses.

What advice would you give to a younger person looking to start a career in the road transport industry?

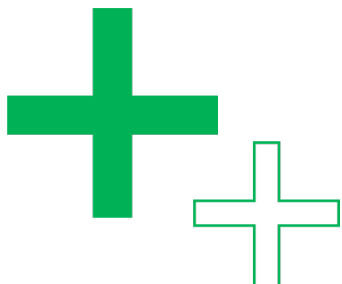
Make sure you obtain the correct licence, make sure you are confident driving heavy vehicles and if in doubt, seek assistance. Find a supportive employer and obtain employment at a workplace with a good safety culture that values its workers.

What impact is mandatory medical reporting having on the industry, especially as related to mental health?

If mandatory medical reporting is utilised and managed as the legislation intended, then it should add to overall control measures to ensure workers are healthy and safe.

18 deaths recorded in food delivery where all held international license and no Australian road experience. Why people with international license allowed gig work?

Licensing processes and applications are not within the remit of WorkSafe ACT.



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How can we balance the interaction between speed, fatigue, and role overload? Risk controls on each will inversely affect the other two.

Trust the workers performing the role to provide the controls. Usually, these hazards go hand in hand and controlling one will assist to control the other. Ensure that rostering of workers driving heavy vehicles provides appropriate down time, give drivers enough time to make it to their destination and then return. The key to getting this right is worker consultation.

How does a company working locally get it right, so an employee doesn't work outside the maximum hours within a 24 hour period?

Consultation, regular checks by management and hours of work are almost entirely within the control of the employer. Ensure drivers take minimum break time between trips and ensure everyone understands the WHS obligations.

Is there a way of dobbing in dodgy operators?

WorkSafe ACT encourages reporting of identified WHS hazards or incidents. This can be done via our website.

Is the panel aware of any driver ergonomics or wellbeing training programs to better manage fatigue?

Developments in technology are ever evolving so there are ergonomic programs or equipment that can help drivers combat fatigue. However, the best remedy for fatigue is rest so any control measure when a driver is already fatigued is an interim measure only. Ultimately, the driver / worker requires the time to sleep, rest and recharge to avoid fatigue.

In line with the question on language barriers, does minimum English language competency for commercial driving for licencing should have been thing?

This question is not within the remit of WorkSafe ACT. The Work Health and Safety Act requires materials related to safety, training and instruction to be communicated in a way the workforce understands.

