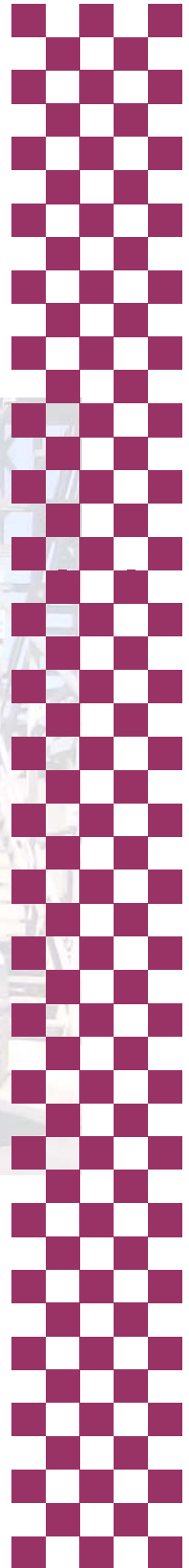




NEWLOG
North East Weight of Loads Group

2015/2016

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 RTA 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 Holden Colorado 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.

Based on the utilisation of these vehicles, replacement is due this financial year. These vehicles are being replaced with two Isuzu Dmax which proved to have the best whole of life cost for the Newlog operations.

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 State Debt Recovery. 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 late July 2015 at the Mid North Weight of Loads Group headquarters in Gloucester.

Conference speakers included RMS, NHVR, legal, health and safety representatives.

2015/16 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 4.5 tonne.

During the 2015/16 year a total of 115 breaches were detected, 31 less than the previous year. These breaches included:

- 25 Minor risk (less than 5%)
- 51 Substantial risk (between 5% and 20%)
- 0 Severe risk (greater than 20%)

- 8 Off-route
- 30 Load-limited exceedances
- 1 Issued to 4.5 tonne

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	86	106	144	61	173	62	93	127	852
	Breached	0	2	4	0	1	1	3	3	14
	Compliance	100%	98%	97%	100%	99%	98%	97%	98%	98%
BRICKS/TILES	Stopped	0	8	1	1	1	0	0	2	13
	Breached	0	0	0	0	0	0	0	0	0
	Compliance	N/A	100%	100%	100%	100%	N/A	N/A	100%	100%
CEMENT	Stopped	2	1	2	6	10	0	2	5	28
	Breached	0	0	0	0	0	0	0	0	0
	Compliance	100%	100%	100%	100%	100%	N/A	100%	100%	100%
CONCRETE	Stopped	14	15	11	14	20	12	4	11	101
	Breached	0	0	0	1	1	1	0	1	4
	Compliance	100%	100%	100%	93%	95%	92%	100%	91%	96%
FUEL	Stopped	4	8	22	12	37	9	37	10	139
	Breached	0	0	0	0	0	0	1	0	1
	Compliance	100%	100%	100%	100%	100%	100%	97%	100%	99%
GENERAL	Stopped	96	78	116	54	245	43	201	169	1002
	Breached	1	0	0	2	2	0	5	14	24
	Compliance	99%	100%	100%	96%	99%	100%	98%	92%	98%
MACHINERY	Stopped	20	21	44	46	50	23	59	57	320
	Breached	0	0	0	0	2	0	0	2	4
	Compliance	100%	100%	100%	100%	96%	100%	100%	96%	99%
LIVESTOCK	Stopped	4	3	32	51	35	24	114	9	272
	Breached	0	0	0	0	1	0	0	0	1
	Compliance	100%	100%	100%	100%	97%	100%	100%	100%	100%
GRAIN	Stopped	2	2	7	34	12	7	46	0	110
	Breached	0	0	0	1	0	0	1	0	2
	Compliance	100%	100%	100%	97%	100%	100%	98%	#DIV/0!	98%
SUGAR CANE	Stopped	0	0	100	0	0	190	0	123	413
	Breached	0	0	1	0	0	12	0	10	23
	Compliance	N/A	N/A	99%	N/A	N/A	94%	N/A	92%	94%
PERISHABLE	Stopped	11	11	8	8	15	4	16	18	0
	Breached	0	0	0	0	1	0	1	1	0
	Compliance	100%	100%	100%	100%	93%	100%	94%	94%	#DIV/0!
REFRIGERATED	Stopped	8	6	12	13	33	8	57	15	152
	Breached	0	0	0	0	0	0	2	0	2
	Compliance	100%	100%	100%	100%	100%	100%	96%	100%	99%
STEEL	Stopped	19	13	17	11	20	3	20	25	128
	Breached	1	0	0	0	0	0	0	2	3
	Compliance	95%	100%	100%	100%	100%	100%	100%	92%	98%
TIMBER	Stopped	15	9	33	17	24	19	14	35	166
	Breached	1	0	1	1	0	0	0	2	5
	Compliance	93%	100%	97%	94%	100%	100%	100%	94%	97%
LOGS	Stopped	2	1	38	26	1	10	3	3	84
	Breached	0	0	7	6	0	1	1	0	15
	Compliance	100%	100%	82%	77%	100%	90%	67%	100%	82%
EMPTY	Stopped	4	1	1	0	10	1	7	13	37
	Breached	0	1	1	0	1	1	0	9	13
	Compliance	100%	0%	0%	#DIV/0!	90%	0%	100%	31%	65%
TOTAL	Stopped	287	283	588	354	686	415	673	622	3908
	Breached	3	3	14	11	9	16	14	44	114
	Compliance	99%	99%	98%	97%	99%	96%	98%	93%	97%

Significant areas of non-compliance are noted as:

- The sugar cane haulage was 6% non-compliant, however this is an improvement on the previous year when the industry were 7.5% non-compliant.
- The logging industry is still a concern with a compliance rate of only 82% (or 15 breaches from 84 trucks weighed).
- The 65% 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	88	21%	12.01%	12.50%
		Local	336	79%		
BYRON	567	State	154	36%	11.99%	12.50%
		Local	271	64%		
CLARENCE VALLEY	10,441	State	210	42%	14.07%	14.50%
		Local	288	58%		
KYOGLA	3,589	State	209	59%	10.05%	10.50%
		Local	147	41%		
LISMORE	1,290	State	141	27%	14.53%	14.50%
		Local	373	73%		
RICHMOND VALLEY	3,051	State	179	43%	11.76%	10.50%
		Local	237	57%		
TENTERFIELD	7,332	State	273	64%	12.05%	10.50%
		Local	153	36%		
TWEED	1,309	State	172	36%	13.54%	14.50%
		Local	307	64%		
TOTAL	28,063		3,537		100.0%	100%

Table 3- Overall Performance of Mobile and WIMO operations

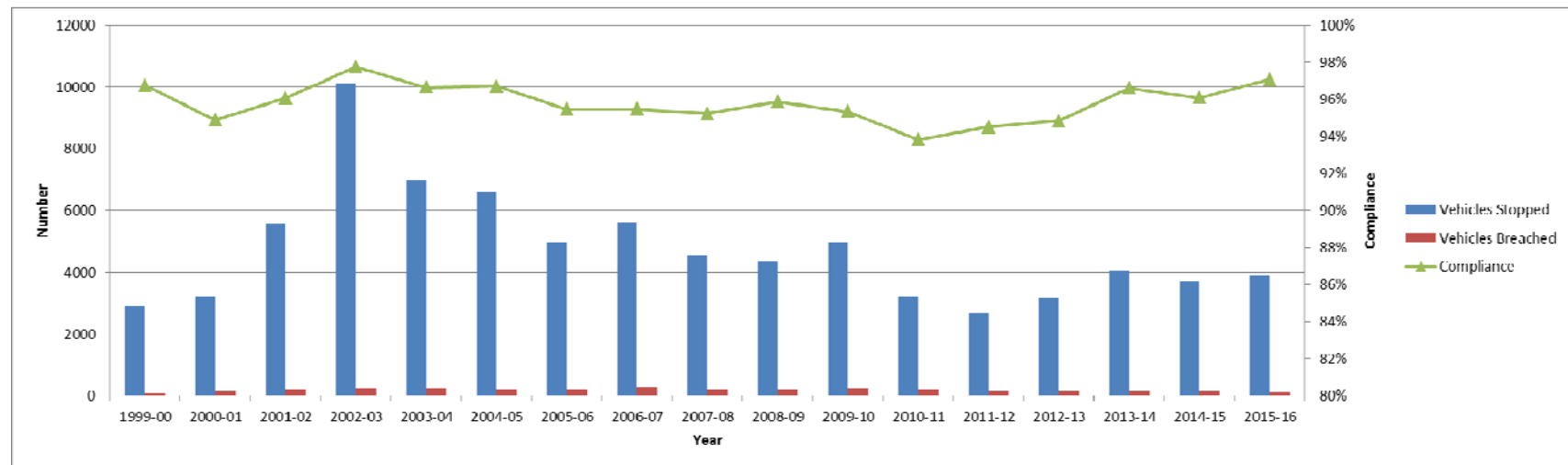
Month	No. of Trucks Stopped			Method		No. of Breaches								Overall Compliance		
	Mobile	Wimo	Total	Mobile	Wimo	Minor	Substantial	Severe	Off Route	Load Limit	4.5 Tonne	Other	Total	Mobile	Wimo	Average
July	188	64	252	5	2	2	4	0	0	1	0	0	7	97%	97%	97%
August	266	92	358	14	2	5	7	0	1	3	0	0	16	95%	98%	96%
September	365	56	421	9	2	2	5	0	1	3	0	0	11	98%	96%	97%
October	283	59	342	13	2	2	8	0	1	4	0	0	15	95%	97%	96%
November	271	0	271	13	0	4	4	0	1	4	0	0	13	95%	N/A	95%
December	177	109	286	5	3	4	3	0	0	1	0	0	8	97%	97%	97%
January	248	32	280	4	1	0	3	0	0	2	0	0	5	98%	97%	98%
February	300	147	447	9	2	1	4	0	2	3	1	0	11	97%	99%	98%
March	258	85	343	7	0	0	2	0	1	4	0	0	7	97%	100%	98%
April	242	0	242	5	0	0	2	0	1	2	0	0	5	98%	N/A	98%
May	285	107	392	8	4	5	4	0	0	3	0	0	12	97%	96%	97%
June	246	28	274	4	1	0	5	0	0	0	0	0	5	98%	96%	98%
TOTAL	3129	779	3908	96	19	25	51	0	8	30	1	0	115	97%	98%	97%

A comparison of the number of vehicles stopped against breaches is provided since 1999/2000. It shoes 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
Vehicles Stopped	2906	3199	5571	10092	6961	6605	4977	5591	4512	4341	4951	3204	2649	3167	4051	3713	3908
Vehicles Breached	95	164	221	228	235	218	226	254	215	180	231	198	146	164	138	146	115
Compliance	97%	95%	96%	98%	97%	97%	95%	95%	95%	96%	95%	94%	94%	95%	97%	96%	97%

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



FINANCIAL POSITION

NEWLOG Financial Analysis

There was a decline of \$19,220 in fine revenue from the previous year, however there was net increase in cash assets of \$24,075. This is due to the member contributions, and indicates that the increase in the member contributions is in line with current operations.

Further information is contained in the attached Financial Statement.