

# Victorian Freight and Logistics Industry Coronavirus (COVID-19) update

18 September 2020

## Metropolitan Melbourne and regional Victoria roadmaps

First Step business and industry restrictions remain in place in metropolitan Melbourne until 28 September. Under First Step restrictions, the default is that workplaces in metropolitan Melbourne are closed unless the workplace is part of a permitted industry. All Victorians are required to work from home, except where this is not practicable.

Second Step of the roadmap to reopening for metropolitan Melbourne is anticipated on 28 September subject to trigger points and public health advice.

From 11:59pm 16 September 2020, regional Victorian businesses progressed to the Third Step of the roadmap for reopening as a result of meeting a 14-day average of under five new cases. Get the latest roadmap information on the [vic.gov.au website](https://www.vic.gov.au)

## Suspension of truck curfews extended

The Victorian Government has extended the Ministerial Order suspending the application of truck curfew and loading zone signs for heavy vehicles transporting food and personal hygiene products.

The original order was issued for six months and expires on 21 September 2020. The extension expires on 31 December 2020.

## New maps for operators of platform trailers

The Victorian Government has published a platform trailer network that simplifies the approvals process for heavy vehicles transporting components for major projects, wind farms and general construction.

The maps are the first of their kind nationally and provide pre-approved, state-wide access to configurations of trucks with platform trailers with gross weights between 115 and 176 tonnes.

Four pre-approved routes in western Victoria make it simpler for the National Heavy Vehicle Regulator to issue permits to eligible operators.

While permits will still be issued to applicants on a single-trip basis, the new routes mean transport operators will no longer need to undertake complex bridge assessments, a process that normally takes between two to four weeks and cost thousands of dollars.

The new system enables the National Heavy Vehicle Regulator to issue permits within just 48 hours.

Work to expand the network to include additional corridors such as the Hamilton, Midland and Glenelg highways is underway.

Access the new platform trailer network [here](#).

The government has also published an information sheet for 26-metre A-double tankers operating under Performance Based Standards seeking access to the PBS Level 2A network.

## Monash upgrade suspends right-hand lane truck ban

The ban on trucks using the right-hand lane of the Monash Freeway has been temporarily suspended to allow construction vehicles to access the work zone.

While the ban is suspended, trucks are still encouraged to avoid travelling in the right-hand lane so that construction vehicles can safely enter and exit the work zone.



Department  
of Transport

The speed limit in the construction area on the Monash Freeway has been lowered to 80 kmh.

The ban will be reinstated when construction is complete in 2022.

Stage 2 of the Monash Freeway Upgrade adds 36 kilometres of new lanes on the Monash and Princes freeways, between Warrigal Road and EastLink outbound, EastLink to Springvale Road inbound and Clyde Road to Cardinia Road, in both directions.

## Big fall in truck crashes

The Bureau of Infrastructure, Transport and Regional Economics has reported a significant reduction in heavy vehicle crash fatalities over the 12 months to June 2020.

The past financial year recorded 157 fatalities, down 17.8 per cent on last financial year.

This includes a 30.4 per cent reduction in fatalities involving heavy rigid vehicles and a 7.8 per cent reduction in fatalities involving articulated vehicles.

## Hefty fine for breaches of driving hours

A Queensland trucking company has been fined \$60,000 after pleading guilty to two charges of breaching its primary duty under the Heavy Vehicle National Law.

An investigation by Queensland's Department of Transport and Main Roads found that two drivers employed by the company had breached their fatigue hours 22 times and 14 times respectively in trucks fitted with GPS tracking.

The company was fined for failing to schedule journeys that ensured the drivers could comply with the fatigue regulations and not monitoring GPS data from the trucks to ensure the drivers were complying with their fatigue requirements.

The two drivers were also convicted and fined \$14,000 and \$6,000 respectively for the fatigue breaches.

The charges stemmed from a call to the NHVR's Heavy Vehicle Confidential Reporting Line, which resulted in an investigation.

## Industrial action impacts activity at Port of Melbourne

Freight forwarders and brokers are reporting that Sydney-bound international vessels are increasingly diverting to the Port of Melbourne in response to industrial activity at Port Botany.

This is having a flow-on effect in Victoria's container supply chain with reports of increased freight volumes between 10 and 15 per cent at the port and moving around the network.

Participants in Freight Victoria's weekly hook-up said the greatest impact was being felt in empty container parks, some of which were at or near capacity.

## ACCC extends oil supply arrangement

The Australian Competition and Consumer Commission has authorised the nation's major oil refiners to continue cooperating on measures to improve fuel security.

The pandemic has caused fluctuating demand for fuel and created the potential for disruption to domestic and international fuel supply chains.

The ACCC's authorisation allows major oil refiners to coordinate arrangements to address fuel supply issues in Australia.

In a statement, the ACCC said it acknowledged there were risks the conduct could reduce competition but this was outweighed by the benefits of allowing parties to work together to secure the fuel supply.

The authorisation applies to the Australian Institute of Petroleum and its members (BP Australia, Caltex Australia, Mobil Oil Australia and Viva Energy Australia).

The authorisation does not allow the parties to make any price agreements or to exchange any commercially or competitively sensitive information relating to marketing or sales activities.

## Further COVID information

A dedicated Industry Coordination Centre has been set up within the Department of Jobs, Precincts and Regions to support businesses and consider 'grey area' cases to determine if businesses can safely operate under Stage 4 restrictions.

If you are a small to medium business looking for information or assistance relating to coronavirus (COVID-19), please see the [Business Victoria Coronavirus Business Support page](#).

Business Victoria is part of the Department of Jobs, Precincts and Regions. For help with your business or to ask a question about the website contact Business Victoria (Local call) on **13 22 15**.

Sector guidance for Transport, Postal and Warehousing business under Melbourne's First Step restrictions and Third Step restrictions in regional Victoria can be viewed at <https://www.business.vic.gov.au/disputes-disasters-and-succession-planning/covid-safe-business/transport.-postal-and-warehousing-sector-guidance>

Freight Victoria in the Department of Transport is the central point of contact for Victorian Government industry information.

Further enquiries should be directed to [freightvictoria@transport.vic.gov.au](mailto:freightvictoria@transport.vic.gov.au)

This update will be sent to you monthly or as required.