



TRANSPORT INSPECTORS
4 April 2005 (in reply to questions on notice)

Mrs PENFOLD: Will transport inspectors again be adopting a zealous and vigilant approach during this year's harvest season?

The Hon. P.L. WHITE: The significant increase in heavy vehicle movements in grain areas during the grain harvest season, creates an increased risk to all road users. In the interests of road safety, Transport SA will again be focusing educative and compliance efforts during the current grain harvest season on heavy vehicles, in particular, overloading, roadworthiness, route compliance by heavy combination vehicles (e.g. B Doubles and Road Trains) and vehicle configuration.

Transport SA mounted a similar extensive heavy vehicle compliance operation prior to and during the 2003-04 grain harvest season resulting in a marked reduction in the level of non-compliance by farmers and grain transporters. The operation was considered a huge success by both the transport industry and Government alike, receiving positive comments from sections of the industry including AUSBULK, the Australian Wheat Board, Smith's Transport Tummy Bay and Quick as All Transport Port Lincoln.

In conjunction with South Australian Police, Transport SA intends to mount another significant operation from mid November until mid January 2005, focused on route compliance by heavy combination vehicles (e.g. B Doubles and Road Trains), overloading and vehicle roadworthiness. This joint operation is to ensure a safe, efficient and legal movement of grain during the harvest period.

To reduce levels of intrusion during the busy days of harvesting and transporting grain to silos, a pre-harvest communication strategy was developed and Transport SA operational staff conducted a series of briefings and information sessions for farmers and grain transporters. These sessions were well attended at regional venues including:

xCleve	Agricultural	Agencies	Field	Days—10-12 August;
xBoomeroo		Agricultural		Wudinna—23 August;
xCharra				Bureau—10 September;
xMt	Hope		Agricultural	Bureau—14 September;
xRiverland	Training		Centre,	Waikerie—18 September;
xEudunda		Agricultural		Bureau—21 September;
xSpalding		Agricultural		Bureau—5 October;
xVarious	Pt	Lincoln	Transport	Operators—11 October;
xBarossa	Valley		Agricultural	Bureau—18 October;
xMid	North		AUSBULK	sites—18 October;
xVarious	Ceduna	Transport		Operators—18 October;
xLoxton Club—11 November.				and

The sessions focused on vehicle mass and dimensions, load restraints, fatigue management, code of practice for agricultural machinery, roadworthiness and vehicle registrations.

20 Transport SA officers plus SAPOL personnel will be involved in the operation which will commence in the

western part of the Stat and progress east as harvesting progresses.

Given the importance of harvest to the farmer, compliance officers are to apply discretion where it is warranted and the formal cautioning system (that has been successfully applied in the past two seasons) will continue to be applied.

Transport SA, is working in partnership with the farming community and transport industry in ensuring safe roads for all users.

In addition the Government has accelerated its gazettal of heavy vehicle routes to reduce the need for single vehicle permits and provide a more streamlined regulatory environment for heavy vehicle operators. To date, some 20 per cent of routes previously subject to single vehicle permits have been designated.

Transport SA advises all road users to drive with additional care during the grain and grape harvest periods and that in the interest of road safety, all drivers observe the road rules, be patient and courteous. Road users are advised to wait for overtaking lanes as often as possible.

**ADJOURNMENT DEBATE
TRANSPORT SA UNFAIR TO ROAD TRAINS
1 December 2003**

Mrs PENFOLD (Flinders): On 17 July, in response to the Economic Development Board's report, the Premier said:

Let us remember what this is all about: South Australia's future is in exports. I am backing the EDB's target of a near tripling in the value of our exports by 2013 to \$25 billion because that will mean more jobs and higher prosperity.

Fine sounding words, and you would think that all government department people and Labor ministers would be facilitating the smooth export of our products wherever possible. However, I draw the attention of the house to a *Yes, Minister* story that illustrates the lack of care and empathy for people who are doing their best to increase our exports but who live outside the city limits by some ministers and some bureaucrats who have never risked their own money to make a living for themselves and their families, let alone that of dozens of employees and their families.

These people are in the trucking industry and live in and around Ceduna, an area that is remote and without many of the services that are taken for granted by city people. The Ceduna region has had an excellent farming year this year and the grain is beginning to pour into silos within the region. Bank debts will be paid and the necessities of life and perhaps a few luxuries will be bought. Tax bills to help pay our politicians and bureaucrats will also be paid. However, on Wednesday 26 November in this remote area at a silo at Pintumba, which is 160 kilometres west of Ceduna between the small towns of Nundroo and Coorabie and where good seasons are expected about one year in seven, 300 metres off the Eyre Highway, transport department people waited for the first of the road trains that shift the grain into the Thevenard silo for loading onto boats for export and booked them for not having the appropriate permit.

They lay in wait and booked each road train as they came in like lambs to the slaughter confident that they had all the myriad paperwork done and their rigs properly maintained for the start of the season, and that there was nothing that they could be booked on. However, those who have the time and vindictive will to make life a misery for those who do their best to comply had a surprise in store, and I quote a letter received today from the owner, Peter Meier, as follows:

Grain has been road freighted from Pintumba since being built because there is no access to rail and after initially being moved with single semitrailers in earlier times grain is now transported with road trains (approximately 20 years). As you are aware the route to Pintumba silo is via the Eyre Highway then on to Coorabie Road to silos that is a distance of approximately 300 metres. This 300 metres of dirt road is where the offences allegedly took place. As I was only notified from our drivers late on 26.11.03 of what took place I had to wait until the next morning to

contact permits to sort this issue out. As permits office does not open until 8.30a.m, I rang Colin Wright for clarification on the morning of 27.11.03 on whether this 300 metres of road could be accessed by road trains.

After going through gazette notices, Colin said it was not a road train route. At approximately 9 a.m. I spoke to Ian Day at the permits office at Regency Park and was advised that no permits had ever been issued for access to Pintumba silos, to ourselves or any other transport operators. We would have to obtain a permit and a route evaluation had to be done by the Department of Road Transport and this could take some time. As you can see us failing to obtain this permit was a complete oversight on our behalf and more than likely for other transport operators that have accessed this site that also have not held permits.

This brings me to the point of the way officers Burfitt & Richards were waiting on the 300 metres of dirt access road to Pintumba silos, I would say specifically for our vehicles because these officers had realised it was not a gazetted road train route. I would suggest that these two officers were there for the pure reason of entrapment, because if they realised there was an anomaly in our access to this site they could quite easily have rang or called into our office to make us aware of the situation. It is confusing that when road trains have been operating out of this site for so long that they wait until the height of harvest, and with us having to deliver grain to Thevenard terminal for a shipping program for a ship loading on Monday 1 December 2003 with cargo from the Pintumba site that we are booked for the alleged offences.

At approximately 10 a.m. on the morning of 27.11.03 I rang Perry Will to see if we could in any way speed up the process of getting permits into the Pintumba because I was being pressured by A.W.B. to have cargo at the Thevenard terminal for the ship arriving on Monday. During the course of the day we made several phone calls to Permits Department at Regency Park and to Liz Penfold's office at Ceduna to see how things were progressing. At approximately 3 p.m. we were advised that permission had to be sought from Yalata Community for us to operate permitted vehicles on the Coorabie Road which we did and was granted immediately and letter faxed to Transport SA confirming this from Yalata office. On the morning of 28.11.03 at 8 a.m. I was phoned by Perry Will to be told that he had been advised from Geoff Baynes that our permits had been granted and would be issued later on the morning of 28.11.03.

Actually, they were received on Saturday 29 November, a delay of over four days. I could not agree more with the statement of Peter Meier, the road train operator, that our exports should not be put at risk by pedantic government servants over-policing their roles. Deliberate targeting of the trucks at Pintumba silos when warning could have been given; the buck-passing with the statement of the need to get Yalata Aboriginal approval when this road was part of the Eyre Highway and has been used for over 100 years; the requirement (not previously mentioned) for the council's works manager's approval when this is outside the council area and it is actually the responsibility of the Minister for Transport himself to sign off permits; talk of an assault which did not happen; and, finally, stating that the truck company should have known about the need to have a permit for 300 metres of road that has never had a permit issued before, are all signs that these particular servants of the public should no longer have a job in this department. I understand that today Mr Burfitt is in Streaky Bay deliberately holding up trucks in the wheat line by pedantically going through each truck, and past and current cart notes.

I ask that the minister assist our export drive and remove provocative officers, including this one, from these front line positions and replace them with people who will work with our industries to encourage them to increase their export potential, as the Premier has said, because that will mean jobs and higher prosperity. Motion carried.