

Road Safety Bulletin



LOG BOOK CHEATING REPORTED AS BEING ‘MASSIVE’

ATN recently interviewed Scott Douglas who is the outgoing head of the VicRoads COR investigation team. During the interview Douglas states that there is a massive issue in relation to drivers not recording non-driving work time. Excerpts from the ATN interview are provided below.

Scott Douglas rates non-driving work as a bigger fatigue problem than actual driving.

He joins many road safety experts in rating fatigue as the biggest danger in trucking.

ATN interviewed Douglas recently during his last week on the job after a VicRoads restructure led to the downsizing of the COR unit.

"We get calls saying ‘I can’t stay awake anymore, I just can’t do it, but I’ve got to feed the family and I need the job’," Douglas says.

"They’re the sorts of calls we get, certainly weekly.

"The driving is a major issue, but the biggest issue is the extras, the other work that drivers do, that leads them to breaching the legislation."

ATN asks how widespread was the practice of not including in the logbook work such as hooking and unhooking trailers; loading and unloading.

"I think that’s absolutely massive," Douglas replies.

"I think the issue is though that drivers are aware there are limited resources within road authorities, and limited resources within Police for this style of investigation," Douglas says.

"Given how many heavy vehicles and drivers and different locations there are, they probably run the gauntlet, and it’s probably a safe bet, unless, for whatever reason, it comes to the authorities’ attention – for example, if there is a crash."

Source: <http://www.fullvloaded.com.au/industry-news/1504/logbook-cheating-absolutely-massive-says-cor-investigator/>

Author Notes:

In Western Australia the COR doctrine is due to commence this month. Western Australia has chosen not to incorporate the COR fatigue requirements as provided in the Model COR Legislation adopted by most other State’s and Territories. As a result commercial driving hours in this state are slightly different and are managed via the following:

- Occupational Safety and Health Regulations 1996 – Part 3 Division 10; and
- Code of Practice – Fatigue Management for Commercial Vehicle Drivers.

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