

PRESS ARTICLE

Title:	“Too many rules hard to handle”
Issue:	Thursday, 13 September 2012
Publication:	The Land, page 13

IN WESTERN Victoria, Wayne Hartwich estimates road transport regulations and compliance procedures probably keep one of his staff fully occupied for most of the year.

He also spends about \$60,000 a year paying for quarterly road surveys so transport routes used by his delivery trucks are approved by power and road authorities in Victoria.

Mr Harwich is operations manager at the Jaeschke Silos manufacturing site at Tarranyurk, west of Warracknabeal, from where he has up to five trucks delivering silos across Victoria, South Australia, NSW and occasionally into Queensland.

“Some of the regulations have improved, but it’s definitely getting harder to handle all the different requirements,” he said.

“For one thing, it now takes six to eight weeks or longer to get a transport permit approved, particularly in Victoria,” he said.

“If I’ve got trucks sitting in the yard waiting to go out, waiting for permits might be costing us up to \$100,000 a day in lost earnings and contractor wages.”

While Victoria allows silos to be carried in convoy with only two escort drivers, resulting in a cheaper delivery cost for Jaeschke’s clients, the company employs a contractor every three months to check its road routes for potential power line hazards.

Permits are also required from local shires across Victoria and special rail infrastructure approval is needed in NSW, SA and Victoria where silos have to cross railway bridges and tracks.

Kotzur Limited managing director Andrew Kotzur said he didn’t blame governments for being careful about regulating road movements but warned “lack of uniformity is an insidious creeping issue”.

The southern NSW engineering business delivered its first silo 50 years ago, just 40km from its base at Walla Walla, but now sends its silos, grain driers and bulk handling gear nationwide.

“Farm storage demand is up, but we probably deliver fewer silos than 15 or 20 years ago because the bigger silos are built on-farm, however we now travel longer distances with much bigger loads than in the past,” Mr Kotzur said.

“The administration involved in handling so many different rules in different States is a major challenge – and costly.”