

### Fatigue Management

Tranz Logistics is compliant with the National Code of Practice for the Construction Industry and the Australian Government Implementation Guidelines. At Tranz Logistics safety is paramount, both to our customers and to us. We invest heavily in the safe delivery of our transport solutions and we adopt a stringent management policy to ensure that these standards are applied, maintained and that we are compliant with current safety innovation and implementation.

Tranz Logistics is an active accredited member of the National Heavy Vehicle Accreditation Scheme (NHVAS), which is a nationally recognized management and standards system in place to ensure the improved service delivery of the heavy vehicle transport industry. Tranz Logistics is accredited and compliant in each and every module of the scheme including: Maintenance Management, Mass Management, and Fatigue Management. Accreditation is mutually recognized by all of the state and territory governments that offer the NHVAS. All our equipment carries all the necessary certifications and insurances (e.g. ISO9001, DEEWR/National Code of Practice, & NHVAS).

We comply with all WH&S obligations, duty of care and chain of responsibility legislation.

All drivers have the appropriate qualifications before going out on the road:

1. Chain of responsibility TLIF2092A
2. Load and unload goods/cargo TLID2004A
3. Secure cargo TLIA1001A
4. Fatigue management TLIF2010A

Standard Hours Table		
In any period of...	Maximum WORK	Minimum REST
5 hours 30 minutes	5 hours 15 minutes	15 minutes
8 hours	7 hours 30 minutes	30 minutes
11 hours	10 hours	60 minutes
24 hours	12 hours	12 hours (including 7 hours continuous)
7 days (168 hours)	72 hours	96 hours (including 24 hours continuous)
14 days (336 hours)	144 hours	192 hours, including 4 night rests (2 must be consecutive)

#### Work and Rest

Work time refers to all driving and any other tasks related to the operation of a heavy vehicle. All other time is counted as rest. Time is counted in 15 minute intervals and is recorded according to the time zone of the driver's base (e.g. a 30 minute rest break can be taken as a 2x15 minute rest breaks etc but 7 hour or 24 hour rest breaks cannot be split up).

Work is a maximum so is always rounded upwards e.g. a period less than 15 minutes is counted as 15 minutes work, a period more than 15 minutes up to 30 minutes is counted as 30 minutes work etc. Rest is a minimum period that is always rounded downwards e.g. a period of less than 15

minutes does not count towards rest while a period of 15 minutes but less than 30minutes is counted as 15 minutes rest etc.

The Standard Hours Table (given above) gives drivers more opportunities to take short rest breaks when they feel tired especially later in a shift when fatigue starts to cut in. Drivers must take a minimum 15 minute rest break (under current laws this is 30 minutes) within the first 5 hours and 30 minutes of work.

This shifts the emphasis to taking regular short rest breaks later in a shift when a driver starts to feel tired.

### Night Work

Under the Standard Hours Table (given above) a driver must take 4 nights rest including one pair of consecutive nights rest in any 14 day period. For example, in a 14 day period, a driver would be able to work up to 6 nights shifts (between the hours of midnight to 6am) in 1 week and 4 nights' shifts the following week. Night rest is 7 hours rest taken between 10am and 8am (this can include a 24 hours continuous rest).