

The Transporter



July 2011

BP Fuel Cards

Following a number of enquiries recently about BP Fuel Cards, we thought this article would be helpful when you need to order new/replacement BP Fuel Cards. These procedures relate to ALL vehicles in your fleet that require a fuel card.

Requesting a fuel card for a **NEW** vehicle

- Email ptscontracts@dier.tas.gov.au and tell us the registration number and make of the new vehicle.
- A new fuel card and pin number will be posted to you separately.
- A once-off \$40 fee will be deducted from your next payment for the new fuel card.

Requesting a fuel card for a **REPLACEMENT** vehicle

- Email ptscontracts@dier.tas.gov.au with the registration number and make of both the replacement vehicle and the old vehicle.
- A fuel card will be posted to you for the new vehicle and the fuel card for the old vehicle will then be cancelled 3 days later.
- There will be no \$40 fee incurred for a replacement fuel card.

The annual fee of \$25 for each of your active fuel cards is deducted from your payment each November. With this in mind, it is important to advise us of any fuel cards you no longer use, so we can cancel them, helping you to avoid the annual fee.

Operators who wish to be a part of the Bulk Fuel Purchase Scheme should apply by completing the application form available on the DIER website at www.transport.tas.gov.au and clicking on **Operator Forms** and select the link titled **Bulk Fuel Purchase Scheme, Application**.

If you have any questions about BP Fuel Cards, please call Lauren.

Changing Buses – General Access

Among the obligations of holders of a new service contract for general access bus services, is that all new transport conveyances and infrastructure introduced into service after October 2002 must comply with the Disability Standards for Accessible Public Transport 2002 (DSAPT). Schedule 8 of the general access new service contracts requires that all vehicles must meet all legislative requirements (including DSAPT) and that replacement vehicles must meet the requirements of the DSAPT and the additional requirements specified for replacement vehicles.

When you introduce a vehicle into service, you are required to forward third party certification to DIER that the vehicle complies with the DSAPT.

Security Really Does Matter

Security is a real risk area for all operators and should be addressed within your management arrangements for ensuring the safety of your passengers, drivers and the asset upon which your business depends – your bus.

In the current climate, a range of threats exist to the transport sector. All owners and operators know that risks and threats exist and will vary with their type of operation and working environment. This includes the single owner operator with a rural school bus run through to the State-wide operators with multiple terminals and infrastructure.

The types of threats and incidents that you may face will vary according to your circumstances. They range from simple bad behaviour, bullying, and harassment through to assaults and vandalism that can be either general or specifically targeted at you and your vehicle. In the very worst case, terrorism is a possibility.

All operators need to identify appropriate and necessary actions before, during and as a result of any incident, regardless of its severity. Likely actions can be simple and similar to those you conduct as part of your current safety-based action list. Being properly prepared may reduce the likelihood of an incident and knowing how to respond, what to do, or who to contact can reduce the severity.

This is a ‘..one size doesn’t fit all’ situation, and the Department of Infrastructure, Energy and Resources (DIER) has begun working collaboratively with the Tasmanian Bus Association (TBA) to:

- Design a realistic and scalable risk assessment methodology
- Provide guidance on conducting risk and threat analysis
- Align and fit a process into the new BIC Guidelines for safety, emergency and security (to be released soon).

A key component of any future process will be the need to ensure that your security-based activities are documented and auditable. This should be appropriate to the size and scale of your business and your risk/threat assessment.

The intention is to include security risk and threat measures into the existing operator accreditation

process. This will be progressed cooperatively with the support of TBA along with additional arrangements to support and assist individual operators. More information will be provided to you over the next few months.

Capital Payment Rates

The Capital Payment Rates have been calculated for the quarter commencing July 2011. As usual, the rates will appear on your Statement of Payment. The rates are:

	Apr '11	Jul '11
Urban Fringe Student Only	\$2.10	To be advised
Rural Fare Paying	\$2.10	
Long Distance Student Only	\$2.10	
Long Distance General Access	\$3.21	
Urban Fringe General Access	\$3.21	
Urban	\$1.15	
Town	\$1.15	

Staff Update

In May we said goodluck to Mandy as she made the temporary move to a position with the Roads & Traffic Branch of DIER. Jordyan stepped into Mandy’s role and we welcomed Alison Nugent to the team.

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 Jordyan Coombe 6233 5351
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Each issue of this newsletter will be published online at www.transport.tas.gov.au/publications

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