

DECEMBER  
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# CFSVA BULLETIN



THE OFFICIAL NEWSLETTER OF THE COUNTRY FIRE SERVICE VOLUNTEERS ASSOCIATION

The Country Fire Service Volunteers Association (CFSVA) is recognised as an association under the SA Fire and Emergency Services Act 2005. The association represents SA Country Fire Service (CFS) brigades and is empowered to take such steps as may be reasonably available to it to protect and progress the interests and welfare of CFS volunteers.

This newsletter provides an update on some of the news and current affairs affecting CFS members.

## CFSVA SURVEY OF MPs

The CFSVA has sent a questionnaire to all sitting MPs seeking their views on a number of issues facing CFS volunteers. We are hoping that all MPs read the survey, consider the issues, perhaps ask some questions and show enough respect to volunteers to respond to the survey as individual MPs. Unfortunately we are getting some replies from staffers saying the survey has been referred to the Labor Party / Shadow Minister, which is not good enough.

To read the questionnaire go to the CFSVA website at [www.cfsva.org.au](http://www.cfsva.org.au) and you will find it on the front page on the right hand side in the News section.

The survey has been developed with the assistance of a prominent ex politician to educate MPs on the issues facing CFS Volunteers and to gain commitment for their support. Candidates standing at the March state election will receive the survey over the next few weeks.

The content is the result of an honest assessment of the SA Country Fire Service situation in comparison to the MFS and our like interstate counterparts. The intent is to consolidate our position as an important and integral part of the SA emergency response community by enlisting direct MP support. It is based on the funding paper that the Association prepared earlier this year.

The Association saw this as an opportune time given the events of this year, and the forthcoming election. The Victorian Government has responded to the Black Saturday fires with a large increase in funding. CFS needs to be adequately resourced now to ensure we can handle (as far as is humanly possible) such an event.

This is not meant to be a political attack on the government. As we make clear, the CFS has suffered from a lack of funding from both major parties.

Nor is it meant as an attack on MFS management, MFS firefighters or the UFU. Indeed, the MFS model represents the level of support we should be getting from the SA Government. We can no longer continue to accept the inequity in funding of the items that volunteers need to do their job.

If you have any questions or comments, please do not hesitate to call Wendy on 0427 823 656. We hope to have a series of meetings around the State in early February to further discuss these issues.

## CHRISTMAS MESSAGE

The CFS Volunteers Association would like to wish all its members a very happy and safe festive season. Hopefully the weather will be kind to us and allow us all to enjoy a restful break.

Ken, Wayne, Wendy and the CFSVA Management Committee look forward to seeing you in the New Year.



## Go Green today!

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## DRIVER FATIGUE LEGISLATION

As you may have heard, the Association has been trying to get an exemption to the Heavy Vehicle Driver fatigue legislation.

This legislation, which was aimed at the long distance trucking industry, has brought in CFS drivers as we drive appliances greater than 12 tonne GVM more than 100 kms from home stations for strike teams, training, vehicle maintenance and other CFS purposes.

The original legislation gave us an exemption from the carrying and filling in of personal work diaries and the need for brigades to record and keep copies of those work diaries for travel to and at emergency incidents.

It did not give us an exemption for the return journey, which meant that drivers had to carry those diaries to the incident, fill them in for the return journey and give a copy to the "brigade record keeper."

The Association took this issue to the Minister for Transport, the Hon Patrick Conlon, to seek a complete exemption for CFS drivers from this legislation. This is what we thought we would get, but to our dismay, a gazetted exemption was produced which only gives a further exemption for the return journey. Transport department bureaucrats who have been most reluctant to assist in this issue, now claim that Parliamentary Counsel (the legal people who draft legislation) advised that the Minister does not have the power to grant a total exemption for all CFS purposes.

The CFSVA is fighting this, but in the meantime it means that CFS drivers who drive the relevant appliances more than 100 kms from their home base for other than emergency callouts must:

- a) purchase a work diary
- b) fill it in when driving for non incident purposes more than 100 kms from their station (consider the rural brigades, some of whom are more than 100kms from their group base)
- c) hand a copy of their work sheet to a brigade appointed record keeper who must store those records for government audit purposes
- d) carry that work diary for the next 28 days when driving a heavy vehicle.

Demerit points and very large fines apply to drivers and record keepers not complying with this ridiculous regulation.

The Association stresses that CFS drivers must not drive whilst fatigued and must comply with the new CFS driver fatigue policy. We are all concerned with the safety of our crews on the trucks. However, to incur large penalties for what amounts to not doing the paperwork is clearly a disincentive for CFS volunteers to be drivers of our appliances.

Please find attached the gazetted notice. We will keep you posted.

*Our Bulletin Sponsor, Origin forwards this message to the community, and wishes all our members a very safe and happy Christmas.*

**What should I do with my LP Gas cylinder if my home is threatened by bushfire?**

- Turn LP Gas bottles off (in clockwise) direction at valve on top of bottle.
- Leave LP Gas bottles where they have been installed.
- Leave LP Gas bottles in an upright position.
- Ensure they are secured to a solid structure and on a solid base (so they will not fall over).
- Place gas bottles attached to a wooden framed BBQ on a solid base.
- Remove any combustible materials surrounding cylinders.

**Under no circumstances should you:**

- Place LP Gas bottles inside a house or structure during a fire. (they may become a hazard to persons fighting fires).
- Lay LP Gas bottles on side (make sure they remain upright at all times).
- Cover LP Gas bottles with wet material to keep cool (it may dry out and become combustible, heating the cylinder).

**Safety advice for LPG gas bottles/cylinders after fires.**

- Following any fire exposure or damage to the cylinders, do not use the cylinders. Contact supplier to inspect and/or remove or inspect the cylinders.
- Complete storage removal

**What happens to LP Gas cylinders during and after a bushfire?**

LP Gas bottles placed in a secure and upright position are designed to vent gas if they become over pressurised such as when heated. However, if LP Gas bottles have been subjected to fire or severe heat, you should have the cylinder checked by a gas supplier. You must not attempt to use them or have them filled until they have been checked. Likewise, you must not attempt to transport LP Gas bottles that have been subjected to fire or severe heat.

Rather, you should contact a LP Gas supplier and arrange for a company representative to pick them up and transport them for inspection.

South Australia

## **Road Traffic (Heavy Vehicle Driver Fatigue) (SACFS)**

### **Notice 2009**

under regulation 86 of the *Road Traffic (Heavy Vehicle Driver Fatigue) Regulations 2008*

#### **1—Short title**

This notice may be cited as the *Road Traffic (Heavy Vehicle Driver Fatigue) (SACFS) Notice 2009*.

#### **2—Commencement**

This notice comes into operation on the day on which it is made.

#### **3—Interpretation**

In this notice—

*emergency* has the same meaning as in regulation 57 of the regulations;

*regulations* mean the *Road Traffic (Heavy Vehicle Driver Fatigue) Regulations 2008*;

*SACFS* means the South Australian Country Fire Service.

#### **4—Application of notice**

(1) This notice applies to the class of vehicles comprising regulated heavy vehicles used by, or

on behalf of, SACFS.

(2) This notice applies in circumstances comprising the return of the class of vehicles to which

this notice applies from an emergency, or from a place at which activities related to an emergency were undertaken.

#### **5—Certain provisions of regulations not to apply**

(1) Subject to this clause, the following provisions of the regulations do not apply to, or in relation to, the use of the class of vehicles to which this notice applies in the circumstances set out in clause 4(2):

(a) the provisions of Part 3;

(b) the provisions of Part 4 Divisions 1 and 2.

(2) It is a condition of an exemption conferred by this notice that SACFS and any person driving a regulated heavy vehicle pursuant to the exemption must each comply with any policy prepared or adopted by SACFS relating to the management of fatigue in drivers of heavy vehicles.

26 November 2009] THE SOUTH AUSTRALIAN GOVERNMENT GAZETTE 5273

**Note—**

Section 164B of the *Road Traffic Act 1961* provides that if a person contravenes or fails to comply with a condition specified in an exemption, the exemption does not, while the contravention or non-compliance continues, operate in that person's favour.

**Made by the Minister for Transport**

on 17 November 2009