



## Driving a bus or coach in Kosciuszko National Park

### Trips to the snow

Accredited bus and coach operators provide charter, tourist, long distance and regular passenger services to the NSW snowfields. Operators are responsible, as part of their Safety Management System, to ensure that drivers are properly trained and skilled for their assigned tasks.

### Legal requirements

Clause 43 of the Passenger Transport (General) Regulation 2017 requires

- the driver of a public passenger vehicle, whenever reasonably required to do so by Roads and Maritime Services, to undertake and satisfactorily complete (or pass an examination in respect of) a training course concerning the driving of public passenger vehicles in specified places, or in specified circumstances, or in both (for example, a course concerning the driving of public passenger vehicles in the Kosciuszko National Park during the winter).

### Updated requirements

The updated BOAS Accreditation Bulletin No 1.1 replaces the previous Bulletin No 1, April 2017 'Driving a bus or coach in Kosciuszko National Park'. The new requirement includes the completion of a practical training and assessment within the Kosciuszko National Park.

The updated bulletin is a reminder for bus and coach operators of the following obligations.

### Safety of passenger and the public

Accredited operators must ensure only trained and skilled drivers will be employed to drive vehicles used to provide bus or coach services carrying passengers in the NSW snowfields.

- 'Snowfields' means the whole of the area of Kosciuszko National Park between 1 June and the 11 October, or such longer period during which the NSW National Parks and Wildlife Service requires vehicles entering Kosciuszko National Park to carry snow chains.
- A driver will be considered suitably trained if the driver has completed an approved Snow Driver Training course, which is directed at operating buses or coaches in driving conditions that would typically apply in the NSW snowfields.
- The Snow Driver Training course will include a theory component (classroom based) and a practical training and assessment. The training course must be approved by Transport for NSW and conducted by a Registered Training Organisation (RTO).
- The practical training and assessment will need to be undertaken between 1 June and before 11 October each year within the Kosciuszko National Park.

Drivers are required to carry evidence of completing the approved Snow Driver Training course outlined above when carrying passengers into Kosciuszko National Park between 1 June and before 11 October each year. If the Snow Driver Training is delivered by BusNSW and Into Training Australia, BusNSW will issue a card (evidence of completion) upon successful completion of both the theory component and the practical training and assessment.

In addition, operators require systems to ensure employees have the skills required to drive a particular vehicle in the NSW snowfields. This includes, but is not limited to, drivers being competent in the fitting of snow chains supplied by the operator for the respective vehicle.

## Training of drivers

1. Theory Training and Assessment - The approved theory component of the Snow Driver Training course (classroom based) is offered at BusNSW on a regular basis before and during the ski season. The theory component is to be completed before the practical component.
2. Practical Training and Assessment - Into Training Australia has a list of authorised trainers available to conduct the practical component of the Snow Driver Training course during the ski season. The practical training and assessment is to be undertaken in a vehicle that is appropriate for the trainee's driver licence and completed within two (2) years of successfully completing the theory component.

For more information, operators and drivers should contact:

- BusNSW on (02) 8839 9500, email [info@busnsw.com.au](mailto:info@busnsw.com.au) (theory component) and
- Into Training Australia on 1300 739 881, email [contact@intotraining.com.au](mailto:contact@intotraining.com.au) (practical component)

Any RTOs interested in becoming an approved trainer to deliver the Snow Driver Training should submit their interest to Roads and Maritime via email to [BusSafetyInformation@rms.nsw.gov.au](mailto:BusSafetyInformation@rms.nsw.gov.au).

## Driving in snow and ice conditions (snow chains)

Clause 26 of the *National Parks and Wildlife Regulation 2009* requires that a person travelling by motor vehicle on any designated snow/ice risk road within Kosciuszko National Park at any time during the designated snow season, covering the period from 1 June to 11 October (or as specified by NSW National Parks and Wildlife Service) must carry snow chains suitable for use on tyres of a motor vehicle and must use the chains when directed to do so by a designated officer or by a notice erected in Kosciuszko National Park or given to the Kosciuszko National Park user.

## Fatigue management

Drivers providing services to the NSW snowfields are often travelling long distances and driving for extended periods. Operators and drivers need to be aware of National heavy vehicle driver fatigue laws. At the heart of the laws for fatigue management is a primary duty.

- A driver must not drive a fatigue regulated heavy vehicle on a road while impaired by fatigue. Drivers may be impaired by fatigue even when complying with work and rest limits.
- In addition to the general duty for drivers not to drive a fatigue regulated heavy vehicle on a road while fatigued, drivers must comply with certain maximum work and minimum rest limits. Accredited bus and coach operators have to take all reasonable steps to prevent drivers from exceeding these limits.

The Heavy Vehicle National Law (HVNL) includes the two standard work and rest requirements outlined below. Drivers may also work under Basic Fatigue Management (BFM) or Advanced Fatigue Management (AFM) regimes.

## Standard hours - work and rest hours requirements

Time period	Solo driver	Solo driver in the bus and coach sector only
5½ hours	15 minutes rest in 5½ hours	15 minutes rest in 5½ hours
8 hours	30 minutes rest in 8 hours (can include the 15 minutes above)	30 minutes rest in 8 hours (can include the 15 minutes above)
11 hours	60 minutes rest time in 11 hours (can include blocks of 15 continuous minutes)	60 minutes rest time in 11 hours (can include blocks of 15 continuous minutes)
24 hours	12 hours off (including a continuous period of seven hours) <b>Maximum 12 hours work</b>	12 hours off (including a continuous period of seven hours) <b>Maximum 12 hours work</b>

7 days (168 hours)	96 hours off (including one 24 hour period) in 7 days <b>Maximum 72 hours work</b>	Six night rests in seven days Night rest means seven hours continual rest between 10 pm and 8 am
14 days (336 hours)	Two night rests plus two <i>consecutive</i> night rests in 14 days Night rest means seven hours continual rest between 10 pm and 8 am	
28 days (672 hours)		4 x 24 hours off in 28 days

## BOAS Audit Requirements

Accredited bus and coach operators will need to answer questions relating to the provision of services to the NSW snowfields as part of the following BOAS Audit requirements:

- **Annual Self Assessment Report (ASAR)** – Under the Safety Management System section operators are required to confirm that where they are operating services within the Kosciuszko National park during winter, that relevant drivers have completed an approved snow driver training course.
- **Audit Tool used for Independent Audit** - Under Element 6 – Training and education, operators are required to confirm that where they are operating services within the Kosciuszko National Park during winter, that relevant drivers have completed an approved snow driver training course.