

HEAVY VEHICLE LAW

HAVE YOUR SAY!

HEAVY VEHICLE NATIONAL LAW

REVIEW FEEDBACK

2019

HEAVY VEHICLE LAW

HAVE YOUR SAY!

The Australian Trucking Association and national road transport newspaper Big Rigs delivered a campaign that has given Australia's truck drivers the opportunity to share their views on the national truck law review.

The 'Heavy Vehicle Law – Have Your Say' campaign allowed truck drivers to share their views through a dedicated textline, email and the ATA and Big Rigs Facebook channels.

The campaign was about debunking the myth that the Heavy Vehicle National Law review is being run by 'suits' and not connected to the industry. The gathering of feedback from truck

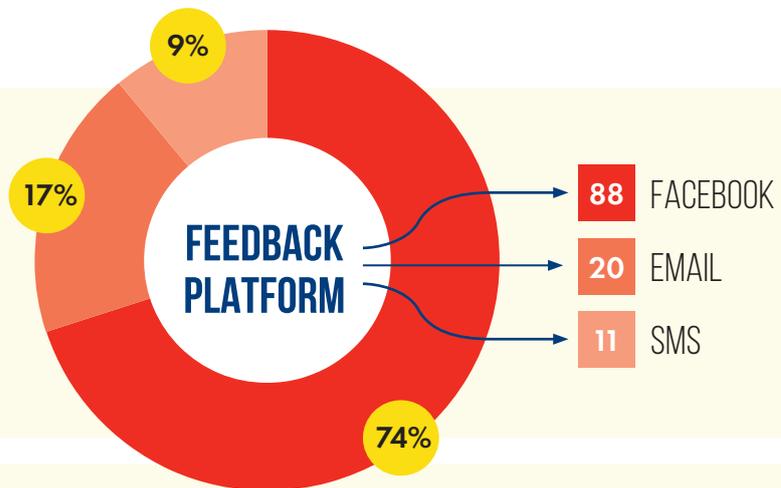
drivers during the review process was crucial as they are the ones dealing with these laws on a day-to-day basis.

Together with Big Rigs, the ATA provided a platform to ensure Australia's hardworking truck drivers are heard loud and clear, and that they are accurately and fairly represented in the national truck law review.

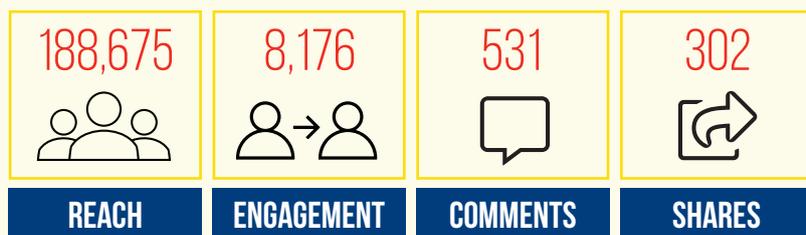
The campaign ran from 23 August – 31 December 2019, and reached more than 188,000 people and received 119 pieces of constructive feedback via the SMS, email and Facebook platforms.

119

RESPONSES AS OF
31 DECEMBER 2019



SOCIAL MEDIA ENGAGEMENT



KEVIN KEWLEY

Facebook

Just a few things in regard to trucking laws.

As I come from a crane background and still fall under the rules ect.

Can we look at exemptions from o/s permits as we rarely don't change size at all.

Can we make it more clear on what roads are able to accommodate us as we often travel into residential areas.

PAUL SIAPIN

Facebook

Put restrictions on the movement of cars around trucks like having certain routes that are give way to trucks and leaving large gaps when merging in front of trucks. Allow us to have our safe work area since the truck is a work zone performing a public service.

ALLAN SKULANDER

Facebook

Driver's license is too easy to obtain, many road users only see the space needed for their own vehicle. Driver training fails to instruct on the hazards of encroaching the space needed for heavy vehicles, similarly, road rules of "roundabouts" are generally known but rarely practiced.

MICHAEL TUCKER

Facebook

Standardise all work/rest to one format, including Western Australia/Northern Territory.

Allow use of a prime mover for personal use when, interstate without needing to record the times. (I can use my car to go to the shops, but I can't drop my trailers and do the same without recording it as work time on BFM).

JASON HILLS

Facebook

Why are we filling out a logbook when you are logged in to transtech tell me why transport officers can plug into our transtech and see anything that they need to see.

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GRAHAM TOMKINS

Facebook

Roads and heavy vehicles should be WORKPLACES - when you drive a truck where do you work? When loading or unloading the yard or depot is a WORKPLACE for all other workers - accidents there are investigated by WORKCOVER AUTHORITIES - let me think for a while ???

MICK MAGUIRE

Facebook

Get rid of the 12/14 in any 24 hr period as long as you have had a straight 7 hr break this rule is ridiculous.

VINCE WATKINS

Facebook

60km limit on eastern freeway Adelaide. I drive a 13 seater automatic hiace commuter bus. I am expected to drive at 60 same as larger trucks. I can put back to second in auto still have to use break as bus creeps over 60 requiring use of brakes at least 4 times on downhill. Can not put back into first as will blow transmission. Means I can be done fined and lose licence even though is not my fault is a joke. Am now refusing hills tours to prevent this happening losing money. What are u going to do about helping us professional drivers.

NEIL GARSON

Facebook

Width is a very tangled area. I realise that there needs to be a line of some sort in the sand. However the public should be more educated in their role when a pilot/escort vehicle is operating. There are three reactions, 1 the driver stays on his/her part of the road looking only at the centre line and the load has to accomodate them, 2 at the first sight of the pilot vehicle they head for the scrub and stay there, 3 they behave as they should and move to the left safely and stay out of the way. The last 2 are no trouble, number 1 is dangerous. I think there should be a national campaign targeting the education of drivers and what to do when a pilot/escort vehicle is operating.

Length laws would be best measuring load carrying areas only, giving operators the choice of truck i.e. cab over or bonneted. Measure from the start of the load carrying area to the end inclusive of all in between.

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ECCLASTUA PRYOR

Email

Every driver should be on 14 hr logbooks as standard hours.

ANONYMOUS

SMS

As an ex driver tester, heavy haulage driver with OSOM loads.

I think every new car driver should do a heavy vehicle awareness course to help make our roads safer.
And reduce the fines for silly mistakes in a logbook.

TONY LEWIS

Facebook

Midnight to midnight 12 hrs driving/ working mandatory seven hrs break Worked fine back a few years and everyone new were they stood.

Stop these ridiculous fines which will bring experienced operators back to the job.

IAN GLEN

Email

I'm all for the governance let's face it we will always have an element that try to tort the system in one way or another but the main gripe I have with the current system is:

Driver 1:

Drives maximum hours BFM each day interstate only pulling up when he has worked his 14 hours. Pulls up for breaks and drives when not resting.

Driver 2:

Turnaround from a local quarry doing a 26km lead. Hops out every load to wind covers back, get Docket signed at load and unload Has breaks when best suited to his route within BFM legislative requirements.

Why do we govern them under the same system??

Let's make electronic work diary's compulsory. Monitor the trucks movements, let's face it if we are all on a level playing field then we have nothing to hide.

Have one set of rules for under 100km radius work and one set of rules for over 100km radius.

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PAUL FELLOWS

Email

Work Diaries should be abolished with a greater onus placed on Fatigue as an OH&S issue, just as the WA people have done. their system works. It seems ridiculous that a driver can be fined heavily for not ticking a box or forgetting to total up hours, but still be operating within fatigue laws (happened to me!). Bigger fines for companies that break fatigue laws as per OH&S Laws.

PETER HOFFMAN

Facebook

I think a 14-hour day would be ideal for all. Within that 14 you must have 2 hours of breaks taken at your discretion. At the end of that you have 8 hours for major break. The diary should be simplified and fines for silly errors should be eradicated. As long as you have a 6-hour major break you can use the other time how you need.

CRISTY THOMAS

Facebook

My practice is, feeling the start of Fatigue find a safe place to park my rig and trailer to take myself out of the driver seat go bunk down till the body says get up and go.

I agree self-management is best response as you the driver knows when it's time to pull over.

JOHN JABLONSKI

Email

I am taking a moment to have a say in what I think would improve the truck driving industry, I would like to see all truck drivers who do regular short haulage routes carting consistently the same type of load to the same destination do regular training on driver fatigue and driver awareness,

I have seen and personally experienced poor driver attitude and professionalism on the above description.

The driver tasks I think are on a timetable to get their freight to a destination generally a few times a day, complacency does creep in.

Thank you for the opportunity to have a say.

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NINA BEE

Facebook

Fines for relatively minor infringements are extremely out of proportion. I started in this industry wanting to learn and aim for 100% compliance and placing my own limits on myself because of my relative inexperience.

After 18 months I feel resentful, consider it is virtually impossible to avoid 'non-compliance' due to the level of petty nit-picking, and find myself as a result, being tempted into avoidance or cheating strategies. I should not feel so afraid of or resentful toward the authorities when I have started out with a determination to do the right thing. This tells me that the current system is counterproductive.

DANNY BARNFIELD

Facebook

Logbooks make us drive faster to keep deadlines, the 7-hour straight brake is a joke. It doesn't suit everyone. Bring back common sense.

CRAIG

SMS

Hi my name is Craig I been driving the high and by ways of Aust for 15y or so. These day I am to tired to worry about work diary fatigue management and so today I run my own so I sleep when I won't and if it 2 hours there and 3 hours there and a few more hours there so at end of a 24 hour I got my 10 hours used up. In other words, I Brake up that 7-hour long rest to suit me. So I now get to drive awake and not tired.

KEN WORTH

Facebook

Get rid of NHVR to start with!

Instead of gearing truck drivers to be off the roads by 11 pm set the system up to have the majority of the trucks on the roads between the hours of 6pm and 6am and increase the speed limits of heavy vehicles during these times on motorways and open highways, thus reducing heavy vehicle and light vehicle interactions, reducing accidents involving light vehicles with heavy vehicles and also reducing trip times, stress and fatigue. Why do they want so many heavy vehicles mixing it up with the Mums and dads taking kids to and from school and heading to and from work? It's bewildering.

Allow drivers to manage their own fatigue as they're the only ones who can! Without enforcement from parasites!

Charge demurrage rates to all customers after a reasonable waiting period as an industry standard! So, no more undercutting to get contracts and making drivers pay for your cheap acts!

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CHRIS HUGHES

Facebook

My question regarding logbooks/work diaries is when they look back through the book sometimes months in the past and find an error and issue fines/court notices HOW can this be safety or fatigue related if there was no incident or accident. It is just revenue raising. Logbooks are just money raising documents.

RODNEY CAMERON

Facebook

Log books r a joke and do more damage than good If u pull into a parking bay 4 a 10 hr rest u sleep for 6 then u have 2 sit there 4 another 4 hours U feel worse when u leave than when u got there. Most drivers no when we have 2 stop.

Its like the saying: "I DONT NO HOW TO DO UR JOB BUT MY BOOK TELLS ME UR DOING IT WRONG"

ANDREW KYNASTON

Facebook

Introduce it [fatigue management] to all companies vehicles, does not make sense only truck drivers are required to follow it. Sales reps and many other people do many kms every day and get fatigued . Companies don't have log books or fatigue programs and often expect staff to drive long distances then complain why they got home so late. No breaks have to keep going.

BEN HARRISON

Facebook

Throw away bfm and afm and change the mandatory 7hr break to 5. And no fines for clerical stuff, like adding hours wrong or box ticking. That is for employee/employer to sort out.

BRIAN ORENSHAW

Facebook

Put more parking bays/rest areas on the highways set them back of the road and ban motorhome/ caravans from parking in them and enforce it with massive fine like we have to deal with.. it's supposed to be about road safety and fatigue management Not about revenue..Isn't it???

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DENNIS JOHNSTONE

Facebook

The final kilometre access is still too restrictive, local councils need to recognise the benefits for the community at large.

ANONYMOUS

SMS

Currently the 12/14/15 hour book options are nothing but revenue. There is NOTHING about an AFM/BFM course, that will make a driver stay less fatigued, than a 12 hour driver.

To clear this up, the book needs to be simplified. No split breaks, no extra advantages for those who pay \$ for a course.

The book SHOULD be a 7 hour continuous break, then the following 17 hours are work time, with a maximum of 15 hours driving time. 5 hours of continuous driving at a maximum, before a 30 min break.

A driver who heads East/West, can then actually make use of this book. Yet a East coast/city driver, still can make satisfactory work time in the book, without traffic, loading/unloading times, breaks etc stopping them from completing a days work.

If this is implemented, revenue would drop significantly, so I can't imagine it happening.

ANONYMOUS

SMS

Hi Ok the biggest problem with the current logbook regulations is the 7hr continuous break,we need a more flexible set of rules, we are fine with the current hours of work and rest, the current rules are not working and make drivers work when fatigued and rest when you are not tired, it's an easy fix all we are asking is as long as we have the required 10 or 12 hours rest depending on BFM or not in every 24hr period and when I say that I mean on a countback from the current time if you exceed your driving hours in any 24hr period from the current time, as it is depending on the circumstances you can actually work 17hrs in some 24hr periods, it is broken and needs fixing, drivers are dying with the current system forcing them to drive fatigued because they can't stop for a 3 or 4 hr break because if they do they will not get to their destination on time because they still have to have that 7hr continuous break in every 24hr Period.

Mark 45yrs experience and still at it, the people in power need to get out here and see it first hand to understand, but that will never happen, flying around in planes and helicopters it all looks rosy from up here yeah nah.

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ROD PHELPS

SMS

Hi there,

My thoughts on Fatigue, a major killer and in a poorly managed issue. Strict operating hours are never going to eradicate the problem, we need to look at the road conditions and drivers behaviour as well many other factors.

Frustrated drivers become fatigued easily, EG. Having to follow slow vehicles for long periods, caravans are a major contribution to this, better policing of this issue will make a vast improvement, slow vehicles need to regularly allow following vehicles to overtake safely and move on. Poor road works planning is another contributor to the problem, long waiting times that create lengthy que's of traffic, this is every heavy vehicle drivers nightmare. In all of this which is all to common on a daily basis there is unnecessary fatigue creating caused by frustration. I have never been asked by any governing body about the affects of this, truth is they don't want to know and have no intention of co-operating with the transport industry in reducing this nightmare As for electronic log books, what's the hold up, I use one now and have for quite a while, great thing, paper log books are so outdated it's criminal.

ANONYMOUS

SMS

For heavy vehicle law i think they should start making the driving hours about minimum rest rather than maximum work. For instance currently if you use maximum work / minimum rest as soon as you can, eg 5hr work, 30min rest, 5hr work, 30min rest and 2hrs to make your 12 hr work time you end up with 11 hours rest which is too long sitting in the middle of no where . And on that flip side of that , i don't think 7 hrs is long enough . By the time you pull up, shower, eat, toilet ect then in the morning breakfast you might only end up with 5 hrs sleep which isn't enough.

Not for me anyway . I think it should be everyone needs a minimum of 8hrs continuous rest every 24hrs, and maybe a minimum 30 mins rest every 5.30hrs . That way regardless you're gonna get a good 8hr rest and if you have a good run you'll end up with 15hrs (i think) work time and not be sitting still for 11 hours , for your 7hr break. Which I've found on one of those long rests you'll end up wide awake on your phone or just watching the clock for the last 3 or 4 hours. I hope that makes sense.

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GREG HALLINAN

Email

I've been driving for over 20 years and its nice to have some input. In the past Ive been in touch with people regarding the redesign of the work diary. I find it too big, full of useless unreadable information and as you use the book more it gets harder to fill in. Now lets get to some relevant issues. Why is it that some of us professional drivers bother getting BFM accreditation only to lose hours in the fortnight. We have the ability to drive 14 hours per day but can only do 144 hours per fortnight. That's based on standard hours, we should be able to use 168 hours. Thats why we bothered doing it. Speaking of fatigue accreditation, the question of when a fortnight starts has given me endless headaches. Ive asked many drivers and officials at VicRoads only to get very confused looks. When going to WA our company uses AFM so that we can go there and back without having to stop for a 24hr break. When we get back we have 3 days off so that there is no crossover of hours. But if we had more hours in the fortnight (168) we could get away with only needing 2 days off. As to do washing, shopping and spend some time with our families. What is the definition of a 24hr reset break anyhow. If you try and understand the definition in the work diary, you could have a 24hr break and restart your hours again. But no it cant be that easy could it. Hell no..... Because you can still only do a lousy 144hrs in a fortnight.

Why the hell do they put the laws, rules and regulations in terms only a legal professional can understand. Most truck drivers are, without sounding harsh to some, are fucking dickheads. Sorry for the language but sometimes you just have to call a spade a spade. I get sick of hearing where the cops are or what are the bbq's doing. Its not rocket science. Fill the work diary in correctly, check your weights, secure the load and make sure that you and your vechicle are ready to go. For Gods sake you could be at Parkes and be asked about Forbes or Brocklehurst, if you've come from either Melbourne or Brisbane everything should be right by then. Theres that many cameras watching us now. And fellas the 80's are long gone, move on and let it go. Theres 364 days between Christmas' not 10. There should be more training for drivers entering the industry and more education for car drivers, young and old. And yes. A licence to tow a caravan. These lovely people spend their entire working life behind a desk and then think they can drive around the country with an extra thing hanging off the arse of the car. If we have a National system it would be nice if every state was on board. There's nothing worse than different laws and regulations in every state. A prime example is you can go to 22.5t on trailer axles in Victoria and Queensland but only 21t in NSW and you need to go through NSW to get to Queensland. All the oversized requirements are different in each state. Lets just set one set of rules for all. No mistakes can be made then. And all will be happy.... hopefully.

Thank You for this opportunity and Good Luck.

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LEN WALSH

Email

1.

Bring in rest stop periods that work with drivers so that they DONT JAVE TO HAVE A 7 HOUR REST BREAK TRUST ME BEING AN OLD TIME 7 MILLION MILES IN TRUCKS WITH OUT 1 ACCIDENT I OF ALL PEOPLE SHOULD KNOW WHAT THE DTIVETS ATE GOING THROUGH WITH THOS STUPID 7 HOUR BREAK COME BACK TO BASICS ON THE OLD LOG BOOK PROBLEM SOLVED VERY FEW TRUCK DEATHS AND ACVIDENTS FUE TO NOT BEING STRESSED OUT WAITING FOR 7 HOURS BEFORE DRIVING AGAIN OK FIGHT LIKE HELL FOR THIS TO HAPPEN CHEERS LEN WELSH (DODGER) OLD CALL SIGN.

2.

I would like to have a on air chat live on this matter if it could be arranged and voice my valued voice on this work DIARY book shambles ok I live in Shepparton bring it on as I am fully retired from transport period as mentioned in my last email.

JOHN

SMS

Gday, why not implement WA logbook laws to allow drivers to drive up to an extra 2 hrs that is then deducted off following days hrs.

Benefits would be trucks could get into cities before peak hour (in some cases), eveyone wins with less congested traffic, not as many logbook hrs used in traffic, lower costs with stop - starting running costs etc. I believe this could work with a statutory document signed by the driver that they are capable of being able to do it safely and harsh penalties for ANYONE in the COR for abusing it and pushing the driver.

DANIEL LLOYD

Facebook

A driver that's been at it for say like 25 years, should be able to do another two hours without having to do anything for BFM. New drivers (and there is plenty of them) getting licenses in a day or so should be cut back to 10 hours for a period of time.

Still don't see anything that will work when each individual person has a different body clock. Ban the book & let people drive when ok & sleep when tired with all timeslots banned & unloading at DC's first in first served & unloading in order of arrival.

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TROY STRAYCAT

Facebook

It's nothing to do with minor errors, etc.. logbooks are not NEEDED in anyway.. under COR LAWS, the company should know exactly which & where drivers are 24/7.

All a driver needs is a dispatch time leaving & approx due time in..

All book in times should be outlawed.. and ANY company or customer/ corporations putting a time limit on, minimum \$500k fine. 3mth jail.

Problem solved there.

This garbage of 12, 14, 16hr drive time.. just make it 14hrs.. at anytime, if anyone stops to sleep inbetween this for 1 to 3hrs etc to sleep/ manage fatigue DOESN'T lose the full 14hr drive time.. & when 14hr drivetime is up, 7hr/ break . Then your next 14hr starts.

Load time still stays as work time..

Simple so far....

Transport body clocks are different to 9 to 5ers and should treated that way..

If there's more than 4 pages to fill in a logbook, its WRONG in many ways.

Look at The WA setup.. it works.. its 100% proven to work,

East coast is ALL about revenue not productivity.

The transport departments Australia wide know exactly whete everyone is, hence the cameras..

Plus, NO driver should be booked for overloading when there loaded by companies or preloaded as they should weight them off. That's why COR LAWS are in place, they book & order trailers to suit loads.

If overload & permitted to leave a yard by corporations AGAIN \$300k fine. & audited. Etc.

As too many drivers/ ownerdrivers are been booked and lost wages.

That's my rant..

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DANIEL WOODHEAD

Facebook

put a curfew on trucks. off the road at 10:00 pm, back on at 4:00 am, it's simple, I did it for years, no problem.

MICHAEL MCCRACKEN

Facebook

There is nothing wrong with the actual Logbook itself! It is very simple; the problem is the lack of education provided to drivers to teach them how to use it correctly currently there is none!

TERRY SEYMOUR

Facebook

Use the West Australian system 14 hrs day with rest periods that can be self-managed, up to 16 hrs get home travel. next day 12 hrs.

DAVE DARWIN

Facebook

Should work in 5 minute increments, we should be able to have the option of 3 10 minute breaks to equal 30 mins.

Should go to closest 5 minute block instead of round up for rest and round down for work.

The current book discourages drivers from having regular breaks as work hours can easily be lost.

BOB PRIDEAUX

Facebook

Cameras force drivers to push on when tired.

Otherwise they can't complete their appointed journey within the rest times dictated by a work diary.

HAYDN MONTGOMERY

Facebook

I think a lot of confusion could be save if one simple line was added to the rules, 8hrs continuous break resets 24hr period.

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DYLAN WELLS

Facebook

I think the counting back hrs thing needs to go and a new 24hr period should start from the end of a 7 hour continuous break.

MARCUS GRIGSBY

SMS

Hi there. My name is Marcus Grigsby.

I seen Yogi's post on Facebook about what I think needs to change in the trucking industry. I'm 26 and have my own trucks carting quarry materials. I believe there's too much unknown about pbs and mass management rules and way too many regulations. For example there can be 10 truck and quad dog combinations st the quarry with 10 different gvm's depending on the dimensions of the units.

When you go into other states there are different rules and regulations again. I would like to see a blanket set of rules for all states with the nhvr. Eg all trucks and quads go to a gcm of 56 tonne. I have just purchased a 5 axle dog trailer and it's opened another can of worms in itself again.

KEL SUTHERLAND

Facebook

O.k, after seeing "yogi" from kendall trucking encourging coment from drivers etc on the review i have given it som thought and would like to make the following contribution.

1, 12hrs or 14hrs in 24 hrs is still o.k but no count back like W.A. my reasons are this I only sleep 6 hrs regardless. having to wait 2hrs only adds to the lenght of my day, and buy the end of week adds to fatiuge some 12hrs.

2, all heavy trucks (HR, HC and MC) run under federal rules/laws, deleting the abillity of verious states to "fine /fine havest" for different rules state to state. this excludes simple traffic offences like speeding etc.

3, stupid petty things like spelling and missing lines etc in the work diary should no longer be a fineable offence, there are that many cameras for transport/rms/vic roads etc to check.

4, electronic work diaries? all well and good. but there is no no example out there for constructive comment before a "system" is imposed without any redress. this needs to be a long consatation with a add campain with in the industry to expose any flaws of any system imposed.

5, extention of liabilty of COR.....l.e if a drive who is not the consigner of the load is over weight (total or axle) the fines should be imposed on the loadmaster or owner etc and not the driver who has no way of knowing just what his total/axle weights are.

6, regulation yes.....fine harvesting no!

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JOHN STEUART

Email

To whom it may concern

I have around 15 years experience in the industry plus another 10 years in the mechanical side aswell.

My concerns for the industry is how there is a big call for drivers to be professional but they get treated like criminals by the so called authorities when stopped. I truly believe we need to ban all police agencies from stopping trucks for anything other than traffic offences like speeding or braking road rules then leave the NHVR to control the compliance with work diaries and roadworthys. But all officers who are doing this need to be trade qualified and not just the bullshit of I know from experience or been to the transport training. As this will stop the absolute rubbish that these guys pull and YES I've seen it first hand with some rubbish defects issued.

Another thing I don't like is the lack of flexibility for your fatigue management other than join the BFM or AFM that doesn't make you any safer because if you have a book that says you can work for 14 hours most bosses in the industry want them 14 hours used so you can get a job done. Also breaches of hours that some people are caught for up to 3 months ago or more by authorities and fined heavily for is absolute rubbish as obviously there wasn't a incident because of it so maybe give a stern warning and let it go. But with better flexibility it wouldn't happen.

We also need weight rules the same for all states to stop the NSW bullshit of you can't do that in our state and either making you run the gauntlet of loading to full mass in other states and hoping you don't get caught to make the correct amount of money your allowed to or loosing out on the bucks and having to try and make them up in other ways.

So if they want RESPECT from the industry how about we get the authorities and media to show it back because after all if your really serious about safety every road in AUSTRALIA should be classed as a WORK PLACE for any truck and driver traveling on them and let's se WORK SAFE bring them up to safe standards.

Thanks for your time

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DALE MILLER

Email

To whom it may concern,

I think fatigue is a major factor in the trucking industry at the moment and i think if trucks had the opportunity to have better facilities on board it would help reduce the amount of fatigue related incidents, if you want drivers to have a better rest to help reduce fatigue. Give them something better to rest in. Give them a decent size sleep cab. If you had the option to try to push on to a rest area with facilities in a small cab truck or stop whenever you are tired knowing your truck has all the facilities on board, you would be more likely to stop when you are tired, i think its time to abolish overall vehicle length limits, if you had trailer and trailer combination limits and unlimited prime mover lengths, you could afford to have a bigger and more comfortable sleeper cab without losing the ability to be competitive in the market. This would be a great advantage particularly to owner drivers who spend a whole week in their truck, sometimes in the outback day's away civilization at a time.

Another idea that i would like to see possibly looked at is the ability to privately register heavy vehicles for personal use at a reduced cost compared to business registration, this would enable people another option to use their vehicles for personal use without having to join a historic vehicle club and go on club plates which i found to be a very daunting process if you are not on the inside circle of that club and each club tends to have their own interpretation of the term "personal use" none of which seems to actually mean personal use, club registration is also not a option if the heavy vehicle is not over 30 years old.

I don't see it as fair if i want to use a heavy vehicle for personal use that i should have to pay business registration cost if i am not earning money from that heavy vehicle to help offset it.

A example of what and why i would like private registration is if i had a heavy rigid or prime mover and trailer that i used to collect firewood or water for my own personal use or to move other items that i own that might be too heavy for a regular car and trailer, eg: old tractors or machines for restoration, the reason i look at a truck, it's far cheaper to buy a old truck and trailer then it is to buy something like a dodge ram or F350 and gooseneck trailer. The only downside side is the truck and trailer is very expensive to register if you are not working it to earn the registration costs back. Deterring people from incorrectly using private registration for business use could be done with extremely large fines, confiscation of vehicles, and the possibility of imprisonment.

Thank you for your time.

Please feel free to contact me if you wish to discuss my idea's further.

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DALE MILLER

Facebook

Want drivers to have a better rest to help reduce fatigue. Give them something better to rest in. Give them a decent size sleep cab. Need to abolish overall vehicle length limits, if you had trailer and trailer combination limits and unlimited prime movers length, you could afford to have a bigger and more comfortable sleeper cab without losing the ability to be competitive in the market.

This would be a great advantage particularly to owner drivers who spend a whole week in their truck, sometimes in the outback day's away civilization at a time.

MARK BARNDEN

Facebook

stop the heavy handed approach to the industry and the them and us approach if we are classified as a professional why don't we get the pay as a professional more truck stops for food and rest showers less heavy handed approach by the law we are not all perfect i certainly don't go out to break the law.

JUSTIN SMITH

Facebook

Make the critical measurement from the king pin on A trailer to back of B trailer and let us put whatever we want in front of it whether it's a slimline cab over or a 379 Peterbilt with a 80" bunk.

DAVID DOWKER

Facebook

I'd say Let the current laws be scrapped for non seam to be really manageable(Fining drivers at every angles not helping anybody) and go back to meaningful employment for all minus GST (because we all know that's just a cruel scam on the People of the population.) With common sense as the rule- most Responsible adult truck drivers would understand a basic code of Operating with in 1's means :)

HEAVY VEHICLE LAW

HAVE YOUR SAY!

Heavy Vehicle National Law Review Feedback 2019

BOB WEBB

Facebook

Let drivers manage their own fatigue. I for one do not instantly become fatigued and dangerous 1 minute past my 12 hour deadline.

JOHN FORD

Facebook

Length rules need to change so you can run bigger bunks or even a bullbar for that matter. Not every job requires it but the ability to spec a prime mover for what's required without losing freight space would be a nice option to have.

JO HARVEY GRAHAM

Facebook

Follow the WA system, they have got it right. It's less confusing without the unnecessary red tape.

CHESTER LEE

Facebook

National truck laws!!!!

Interesting. So how about making the law national instead of state to state.

Regulated weights would be a good start. None of this cross the border and you 2 tonne over etc. you should also piss off time slots. Get there when I get there unless it's refrigerated perishables then the gestapo should make allowances before pulling you in and making you even later.

MATT MCDONNELL

Email

I have two ideas that spring to mind and are a simple easy cost-effective solution towards road safety and overall cost saving and environmentally relative.

1. All prime movers that are equipped with ABS Susies are connected to all trailers that are wired for ABS, to eliminate the lock ups and countless tyres with flat spots and "skid marks" for hundreds of meters before junctions.
2. All Prime movers that have Jake brakes are hard wired so drivers cannot disconnect the brake light switch that is attached to them.

The old school thinking of not letting your brake lights come on has long past, Safety is a key priority on the roads and letting other roads users know you are slowly down allowing everyone to be alert and reactive.

Thanks

HEAVY VEHICLE LAW

HAVE YOUR SAY!

Heavy Vehicle National Law Review Feedback 2019

ANDREW KYNASTON

Email

I think the fatigue laws need to be throughout. Not just truck drivers but commercial vehicles.

In my line of work, I drive many hours and the boss always says, what took you so long when we get back. We drive several hours then deliver and fix machines. Then drive back.

We are paid 7.5 hours a day and if late no extra pay.

Wait bridges could be opened for police to check any vehicle not just trucks.

Regards

Andrew

SHAWN GLEESON

Facebook

1.Reduce the ridiculous fines for minor administrative mistakes

2. Change the 12 hour logbook rule

3. Change the laws surrounding combination lengths to allow transport companies/owner drivers to buy trucks with descent wheelbases and bunks to give drivers more comfort while maximising freight capacity.

GAVIN BROWNE

Facebook

Everyday you hear drivers on the uhf say they can't stop till they passed a certain safety camera this makes them drive fatigued you should be able to stop an hour or 2 short of using your hours and make up for the lost time the next day then you will be driving when you would normally be awake instead of driving through late at night in the danger period when fatigue sets in. carry over driving hours even an hour max will be plenty. the current thinking of all those in power is to implement fatigue monitoring devices these will show fatigue, but it will be too late by then the driver is already driving fatigued there is still no incentive to stop. implementing carry over driving hours will give drivers an incentive to stop. the thinking of the new transport minister is to give drivers an electric shock if drivers look away from the windscreen her thinking is that it stops a dog from barking. ok then let's look at that her is a vid of a dog wearing a shock collar it's dark but you can still hear the beep and see the red light NOTE HOW THE DOG STILL BARKS WITH THIS DEVICE ON. fatigue monitoring devices won't deter driving fatigued it only tells you that a driver is fatigued

also, if you have an 8 hour break it should reset your 24 hour period that way drivers aren't sitting around waiting wasting time but only of it is during the day. the submission by the ata is in danger of driving sitting around during the day waiting to load the driving all night after an 8-hour break during the day.

HEAVY VEHICLE LAW

HAVE YOUR SAY!

Heavy Vehicle National Law Review Feedback 2019

GRAEME WALKER

Email

Thank you for the opportunity to put forward my ideas to the NHVL review. Driving full time makes it difficult to have the down time to make such submissions.

Background:

I am a full time interstate driver with 35+ years' experience including 18 months as a Logistics Manager for a grain trader. I have experienced the roadside interrogation of overzealous Police and Transport Officials and have fought the discrepancies of time counting between the different states before a magistrate.

Work Diaries:

Our prescriptive method of managing fatigue has been an abstract failure since its implementation. Occupational Health and Safety laws discovered the failures of prescriptive workplace laws that didn't prevent accidents and injuries in the 90's with NSW (home state) moving to Risk Management in 2001 which was reviewed and updated in 2010.

If the current system is so effective then I question why there are still deaths on the road and from the other side why we need a review other than to justify the high wages of academics and public servants involved in reviewing and making recommendations for any changes perceived from their inexperience.

The "one size fits all" system that we are currently working with is counter intuitive to managing fatigue as we are humans and not machines therefore can't turn ourselves on and off as described in a book which has been written by public servants with no real time experience moving freight.

WA and NT has rightly resisted joining the NHVR as they can identify that a) the system is a failure & b) it doesn't meet the requirements of their specific freight task and therefore their laws work on "Risk Management". Why because it makes sense, easy to manage and suits their application.

Can fatigue be managed on the same principles in the remaining states of Australia? Absolutely it can but for it to be implemented it will required the Eastern States Ministers and department heads to climb down out of their ivory tower and admit there is a better way and they are serious about managing fatigue and preventing deaths v raising revenue and using transport drivers as "cash cows". I fear the status quo will remain for the latter reason.

Work Diary Infringements:

Roadside compliance checks have become nothing more than a revenue collection exercise. The minor infringements for clerical errors and the substantial fines border on "Workplace Discrimination". No other industry is subject to ridiculous fines for small clerical errors such as road transport.

When you purchase a work diary your details are included at the very front pages of the book, which includes name, address, licence number and most importantly your signature which is collaborated on your licence. But every day (like a pre-schooler) you have to fill out that detail in your work diary and if you fail to do so then you receive a monetary penalty. In a 100 page book you miss including that small piece of information or missed ticking one of the many boxes regardless of the fact you have done it in multiple pages prior and after an offending page proves nothing else except you made an error, but still you receive a ridiculous fine for it. A clerical error doesn't prove you are trying to evade the law but like everyone else you are human.

HEAVY VEHICLE LAW

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Heavy Vehicle National Law Review Feedback 2019

You get pulled up roadside and they take your Work Diary and license away for a compliance check also creates stress and anxiety to driver due to the fact that you may have made a clerical error weeks ago that will cost you a week's wages. Compliance checks are less about road safety and fatigue management and more about revenue collection.

Electronic Work Diaries:

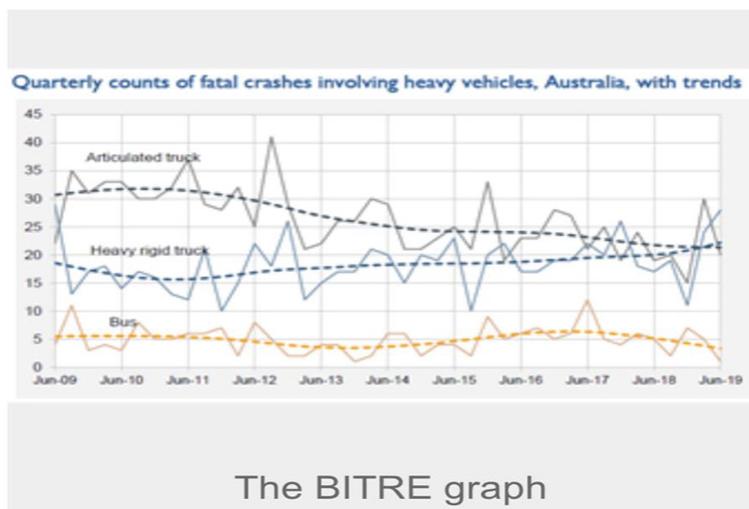
I am currently working for a company trialling EWD's, which I may add I personally have no issue with. However the suppliers of this equipment with all the add ons they have available such as messaging and geofencing are creating another distraction for drivers the same as mobile phones and other electronic devices. These additional services use voices and alarms to alert the driver there is a message or you are entering a particular geofenced area and require acknowledgement and will continue to make a racket until such time as the acknowledgement is completed. In an era where many accidents are now being caused by distractions the legislation for EWD's should clearly state that the tablet used only as an EWD and cannot have any other function.

NO Work Diary requirements for trucks under 10 tonne GVM:

I find it difficult to understand as a professional driver that I share the road on a daily basis with a large group of trucks that don't have to use written work diaries and can without fear exploit the current driving hours rules. The Academic or beaurocrat that come up with this ingenious idea must truly live in a bubble if they believe a rigid truck under 10 tonne GVM has a less chance of a causing a fatal accident than a Semi Trailer or B Double / Road Train. Do these people totally ignore statistics along with the fact that these smaller trucks are more fatiguing to drive hour after hour than the larger ones purely from a physical control factor. Smaller trucks are affected by weather and road conditions to a much greater degree than semi trailers and larger trucks.....the lawmakers have never driven them but it still makes them experts.

The below table indicates that there is an increase in accidents involving rigid trucks: What percentage of the accidents are fatigue related or is that too difficult to measure as there are no records of working hours?

Segment shows acceleration as parity with articulated trucks looms



HEAVY VEHICLE LAW

HAVE YOUR SAY!

Heavy Vehicle National Law Review Feedback 2019

Just like guns, trucks don't kill people drivers kill people and any truck larger than the vehicle it impacts with on the law of averages will have a better outcome. So for mine any truck which require a heavy vehicle licence to operate should have to use a Work Diary on a daily basis.

I worked for 15 years as an interstate driver for three major horse transport companies who deliberately exploited the driving hour rules by using specific built trucks that didn't require driver's to use a work diary. The entire industry which once built large trailer combinations to move horses long distances efficiently are now changing their fleet dynamics to 6 horse rigid trucks built specifically to weigh less than 10 tonne so they don't have to use work diaries.

The drivers of these trucks are working enormous hours unabated, safe in the knowledge that unless the office is raided and timesheets are audited they don't have a worry in the world comforted by the fact they can't be penalised roadside. I left the industry for this very reason, unfortunately no one in authority or Government is interested, they would rather punish drivers and companies operating large combination vehicles.

I hope the current review has a serious look at this anomaly as people are dying at the hands of these unregulated fleets of trucks. I will happily sue any company and government authority should any family member of mine be killed at the hands of this deliberate act of law evasion supported by authorities to gutless to close the loophole.

HEAVY VEHICLE LAW

HAVE YOUR SAY!

Heavy Vehicle National Law Review Feedback 2019



TREVOR WARNER

Email

I appreciate this opportunity to be heard on these matters.

[1] Any BFM accredited entity gets a free upgrade to AFM if they choose an already pre approved template....

[2] ALL drivers MUST complete the current BFM fatigue course, as part of the licencing program..

[3] The current attitudes where a driver can work a day job and then drive a Heavy Vehicle at night must stop..

[4] I cant complete a long distance journey my way.

So my schedule now demands I waste critical time BEFORE commencement, which removes my ability to SLEEP midway..

The task becomes an Express job....

In 2010, ATN magazine printed a previous submission I had made to the NTC. Nothing has changed since: <https://www.fullyloaded.com.au/industry-news/1010/subbie-wants-fatigue-management-reform>

Often our sleeping enviroment is poor, hence I often use RULE 255 as an option....

Rule 255 needs to be relaxed to a minimum of 5 minumum continous rest period....

The current RULE 254 does not allow for delays, where a driver may get a 2hr powernap....

This has 2 major impacts

(a) The task becomes a race against the work diary, thus causing anxiety..

(b) The driver may not be sufficently tired in order for a quality sleep when the 7hrs rest MUST be taken..

I now wear a Fatigue Monitoring device which tracks sleep periods (Readyband (c) by Fatigue Science).....This clearly shows how powernaps and Anxiety affects the major sleep period.....

[5] Minor offence breaches are a fabrication of deceit....

The HVNL demonstrates this expressly...

"NO RISK TO PUBLIC SAFETY"

In fact the word SAFETY is being abused and is losing its meaning by this nonsense....

These laws were implimented to stop the 36-48 hr straight shift.....thankfully, this has worked.

BUT these minor matters have NOTHING to do with Fatigue or Public Safety....

What HAS occurred, has been the rise of the "Shuttle driver".

[6]The rise of the Shuttle Driver;

Companies have made schedules to fit the law..

Now we drivers sitting at home or at a Truckstop, awake for many hours BEFORE COMMENCING their journey...

HEAVY VEHICLE LAW

HAVE YOUR SAY!

Heavy Vehicle National Law Review Feedback 2019

So we end up with drivers who may appear work diary legal, but have been awake for 18-20hrs.....

THIS MUST STOP....

[7] For the Average truck driver, their Truck is the workplace and their home.....Personal use of Trucks needs to be made available to ALL drivers...The mindset of the NTC in relation to Personal Use is misguided...

If the Truck is not engaged in a commercial activity, it doesnt fit the definitions of Minor or Substantial breaches...

Yet we are breached on the definition of "Work"....

WORK involves a commercial activity for reward....

So driving a Truck on Personal Time, is NOT work.....

It is however, discriminatory against this class of Worker.

No other worker has such burdens placed on them...

I cant drive a 10t Prime Mover without a trailer.

But I can drive a fully loaded light truck to the GVM of 11.99t

To suggest this Non commercial personal use is a crime is a total nonsense....

[8] Mandatory 24hr rest breaks away from home is a Nonsense....All this achieves is Pissed off drivers and pissed off families.....my wife gets furious when I could be home, but I am sitting at a Truckstop wasting time and UNPAID.

THIS RUBBISH HAS NOTHING TO DO WITH SAFETY...

If drivers are getting 7-8hrs sleep per 24hr period, fatigue is not an issue over the 168hrs per week or 336hr fortnight....

This matter alone demonstrates the lawmakers DO NOT UNDERSTAND this job....

We suffer delay after delay, by links in the chain that do not care about the Transport component...

ie Supermarkets using trucks as Storage...

Workers taking sickies, which leaves ORDER PICKING behind schedule....delays in loading and loading....

The truckie is often the Alien in thier world with No ability to change anything....

These delays are often UNPAID....

The response we get if we complain is to the Consignor/Consignee is;

"Not my problem"

[9] If 2up driver rules are deemed SAFE.....the. ALL Solo driver work time limits breaches are a Nonsense...I REFUSE to do 2up driving because it is UNSAFE...

If only 1 thing changes...it must be RULE 255 must become a standard option AND a 4-5hr minimum block...consistent with the meaning of a "major rest break" in cl. 3 of the HVNL.

HEAVY VEHICLE LAW

HAVE YOUR SAY!

Heavy Vehicle National Law Review Feedback 2019

PAUL BIAGINI

Email

My Grandfather, Father and myself have all been long distance transport operators in Australia.

Collectively between myself, my family and my drivers, we have 183 years of long distance driving on Australia's sub standard road system.

All of this years have been carried out with out one single accident, not one.

If you average those out at 150,000 kms each year, that equates to 27450000kms travelled with no accidents

My feedback

The problem of the mass exodus of talented drivers from the industry and fatigue will never be fixed until on simple thing is addressed..... THE TRUTH

THE TRUTH IS

The human body is not meant to be awake and working at 2am in the morning not matter how many cameras you put over roads, no matter how many Police and Transport Officials you have bullying drivers on the side of the road, drivers are still going to feel tired that hour of the morning sometimes, THAT IS THE TRUTH.

Young kids are not entering the industry because the authorities have made it to hard to do the job, cameras, more cameras, work dairies, weigh bridges, more cameras.

Police and Transport Authorities who treat truck drivers like Public Enemy #1, why would they enter the Industry? Why? Not that a man can even take his Son or Daughter in the truck with them anymore like we all did in the day and train them on the job, now OHS is that tight, kids can not go near a truck anymore. THAT IS THE TRUTH

A driver has the weekend off and heads to work on Monday Night at 7pm, one week he can drive for 10 hours straight in the seat and not even feel like he has been working for 1 hour,

The next week he might need a 30 minute sleep one hour after he leaves, regardless of what cameras you have over his head and whatever his work dairy states in the front pages, he is human and THAT IS THE TRUTH

Driver has 10 hours to complete a run, one week the weather is perfect, the traffic is quite, all is well at home and he is a good mood, the run goes smoothly and he feels great all the way, the very next week, the weather is cold, windy, there are cars getting in his way everywhere and his good Wife is home alone with two sick school kids and asking him why he even does this job anymore? They argue over the phone, he feels cold, lonely and lousy, as a result, he wants to pull up each few hours and have a lay down and a nap to feel a bit better, however he can not, because your damn Safety-Cam- Cameras will screw him over with his work hours in his work dairy, so he keeps on going, leading to feeling fatigued while driving. THAT IS THE TRUTH.

For as long as I can remember, our forefathers drove when they felt good and slept when they were tired, regardless of what the log book said, now I am not suggesting we go back to the days when we drove 20 hours a day, that was not right, however neither is having cameras and a book telling a human being when he or she can feel tired or not, this is insane. THAT IS THE TRUTH

HEAVY VEHICLE LAW

HAVE YOUR SAY!

Heavy Vehicle National Law Review Feedback 2019

A crime is when a person rapes another person, that is a crime and they should be punished, a driver of 35 years experience places a line in the wrong place on a page in a book is not a crime, so why should he be fined thousands of dollars and lose his license and ability to feed his family? That is just plain wrong. THAT IS THE TRUTH

Drivers in WA and the NT can manage their own fatigue to a degree and they have a higher retention rate in the Industry than the east coast. THAT IS THE TRUTH.

In days gone by, a driver could pull up at any numbers of road houses and have a clean shower and sit down to a home cooked meal and feel like a human, now thanks to Coles and Woolworths, a driver can possibly have a filthy shower if they are lucky and sit down to a rotten stinking Big Mac or KFC and you wonder why drivers are overweight, unhealthy and tired?

The facilities for drivers out on the road are a disgrace. THAT IS THE TRUTH

Your cameras, work dairies and authorities tell a driver that they must have a 7 hour break at a certain time, however when they arrive at the truck stop to have this break it is full and there is no room to park, so they go to the next parking bay which is a muddy patch of dirt on the side of the road with no shower, toilet, shade or food. This is no way to live and work. THAT IS THE TRUTH.

The length laws in this country are a joke, they should be the same as the USA, measured from the pin of the trailer backwards, no long distance driver should be subjected to living in a cab over truck overnight for a week, if you want to battle fatigue, open up the laws so drivers can have a bonneted truck with a large sleeper with fridge, freezer, microwave, tv ect, Cabover trucks are not comfortable and cause more fatigue than bonneted trucks. THAT IS THE TRUTH

Like them or hate them, trucks are a evil necessity in the Country we live in, you can never get rid of them and have all goods travel on rail, it will just not work THAT IS THE TRUTH.

Stop treating the transport industry like public enemy #1 and work with it not against it and we will live in a better Country. THAT IS THE TRUTH.

HEAVY VEHICLE LAW

HAVE YOUR SAY!

Heavy Vehicle National Law Review Feedback 2019



TREVOR WARNER

Email

Thank you for the opportunity to voice my concerns.

I am often away from home for 2-3 weeks at a time...

Mental Health is an issue when cooped up in glorified day cabs...

The Logbook rules expect us to Stop driving when we are out of hours.

I refuse to be placed under House Arrest on the side of the road. so hours or not, I will drive to the closest suitable truckstop....

This could be mitigated by allowing larger sleep berths...

Both Paccar Volvo and Mack have large 70" plus sleeper berths as a factory option.

but in Australia, THESE WILL REQUIRE A PRODUCTIVITY SACRIFICE, by reducing load capacity...

The Swept path of a combination is controlled by the steer axle and the rear trailer axle group....So a 27m BDouble could have a similar swept path to a 26m unit, if these axles are placed within 500mm overall..

Solution.....

1/ Leave the ADR as it is and Measure Total length from centre of steer axle and centre of rear axle of the combination.....

This way it becomes a procedural matter, not a ADR or Legislative matter...

2/ Change ADR to 20m and 27m overall length

3/ NHVR simply issue a 27m exemption for general access.

NHVR has the capability to do that...BUT ROAD MANAGERS simply dont understand this and believe the impact is greater than it really is.....

The State Road Managers have the jurisdiction here, until the ADR is changed..

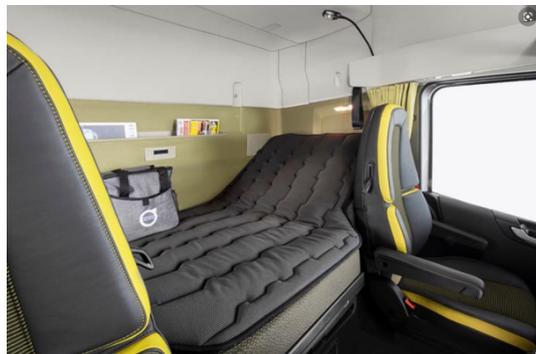
The TWU wants drivers to use motel rooms for major rest...

Sure, but where do we park?

This problem is mind dumbingly simple to solve, but the Road Managers and the Infrastructure Minister lack the political will....I assume because they have never been under House Arrest in a truck at a Truckstop...



America



Australia

HEAVY VEHICLE LAW

HAVE YOUR SAY!

Heavy Vehicle National Law Review Feedback 2019



America



Australia

I have been in this Industry for several decades and in that time, vehicle safety has been developed to a point where little can more can be done.

I currently drive a FH Globetrotter Volvo with all the driver assistance packages.

Frankly, they lower the IQ of the driver. I generally disable them as I do not require this type of assistance. The Cruise control is all I require and in some instances the Volvo assistance can be insufficiently intelligent enough for the task.

Design rules however leaves 2 main issues.

1/ For vehicles where the driver is expected to sleep in the truck, there MUST be a provision for a controlled atmosphere unit of at least 15,000 btu.

The water evap. systems, in my opinion, should be illegal.

They do not provide adequate colling in the Australia climate.

Eg. I required urgent sleep one summers day. When I awoke, I was suffering heat stroke.

The temp at the Veisa cooling vent opening was 55 deg C. and hardly appropriate for a quality rest.

2/ The provision for 26m exemptions is no longer suitable. All the talk about increased productivity, typically means the driver suffers in lieu of larger trailers. The ADR governing overall vehicle lengths requires amending to 27.5m. Western Australia allows B Doubles to go to 27.5m without any issues. It is unfair to force operators to register for PBS to allow up to 30m vehicles.

This PBS isnt suitable for many DC points in the cities.

The ability for the heavy vehicle makers could allow for a direct import of the larger US sleeper berths sould streamline and perhaps reduce manufacturing costs of the local produce.

It is a matter of fatigue and a drivers mental health to be cooped up in the current sleeper berths. In fact, these smaller sleeper berth trucks should only used on short journeys.

Drivers should not be expected to suffer these vehicles for extended journey periods like we have in Australia.

The fatigue rules sometimes mean the driver is essentially under "lock down arrest" in regional areas, Unable to proceed to more suitable rest stops.

It is unreasonable to expect drivers to use these smaller trucks for an extended living quarters and small beds that are smaller than a child's bed.

HEAVY VEHICLE LAW

HAVE YOUR SAY!

Heavy Vehicle National Law Review Feedback 2019

COLLEEN BLAIR

Email

I would just like to say how hard this industry is. The fines are ridiculous, the points loss for paperwork errors is not fair. No other industry has such big fines & potential loss of license for paperwork errors. 3 years to regain points is too long for a professional driver. They are on the road all the time so the chance of losing points with all the rules & regulations is high.

The logbook rules are way too strict & is causing too many accidents. Drivers know when they are tired & need a break. Having a rulebook dictate when they have to rest & how long for is ridiculous & forces drivers to take bigger risks. Yes, have a minimum amount of hours they have to rest for in a 24 hour period, but make it only 3 or 4 hours consecutive. Maybe even 2x 3 hr consecutive rest & the rest as needed. Some drivers would benefit more from having a 3-4 hour sleep, & then being able to get further down the road & then getting a few more hours, instead of having to push so hard to make a certain distance because they HAVE to stop for 7 hours.

The industry is way overdue for a minimum rate. The km rate on long distance haulage varies so widely. There needs to be a set minimum rate that the carrier, whether it be a subbie or company/owner driver, gets paid, no matter whether they are heading north, south, east or west. For example, if a bigger company has freight & subbies it out they must pay the driver/company that actually carries the freight no less than the set rate. Anything they make has to be on top of the minimum rate to the actual carrier. Even if it goes through 2 or 3 companies, the carrier has to receive no less than the minimum rate.

New drivers need more experience, whether it be an apprenticeship or on the job training, they need more help & experience. Once you have your license & hop into a truck, you are most likely on your own, it's a lonely life out there, & the industry isn't what it used to be. A mentorship program at the very least, so experienced drivers can take a new driver under their wing, give them advice & help them learn the ropes. It may keep more people in the job. The money isn't worth the hours & sacrifices you have to make, you have to have a love for the job. To get that you need confidence which comes with experience.

There are too many truckies dying out there. These are workplace accidents, not just a road toll. The road is their workplace, there needs to be workplace investigations when a heavy vehicle is involved in an accident. If a workplace accident happens on a building site it is investigated, so should a heavy vehicle crash. This is their office.

There should also be more mental health awareness for truckies, the suicide rate is way too high. It's a lonely life out there on the road, with way too much time to think. Mental health is a massive problem in this industry, & truckies need to know where they can get help, & that they are not alone.

HEAVY VEHICLE LAW

HAVE YOUR SAY!

Heavy Vehicle National Law Review Feedback 2019

ANONYMOUS

SMS

I firmly believe that something needs to be done about companies expecting drivers to work extended 10-14 hours in a day cab. A driver should be able to have a sleep lying down during a break if required rather than trying to sleep sitting up. Maybe regulation should not allow BFM and have maximum hours when there is no provision to sleep lying down.

ANONYMOUS

SMS

For those using electronic work diaries that stop at, eg 5:25 and resume at 5:55 why can't that be counted as a half hr break?

Stops and starts don't happen on the 1/4 hr. And this would take a lot of the rushing and stress or doctoring of work diaries out of the situation. As it would make it so much easier to comply, to maximize work legally. Because 14hrs of work time achieved legally is really enough work time in a day.

JOHN ZARLENGA

SMS

Fatigue is most dangerous during back of clock ops when the body just wants to sleep. Due to commercial pressure, many drivers don't like ringing ops and saying they need to pull over. The new laws should mandate say 3 hrs of sleep must be commenced and recorded in log book for any operations between midnight and 5am. This critical rest period can be started anytime in this 5 hour window. It's up to the driver. This will ensure all back of clock drivers can get some good rest when it matters and the boss can't say anything! My two cents worth.

PETER CALLANAN

Email

I would like to express my concerns in regard to the counting rule.

The counting rule in regard to total hours worked in any 24 hour period should only be counted forward from a major rest break especially when the driver has had a rest break for 7 hours or more (and if they have taken it during the hours between 10 pm and 6 am) instead of counting backwards from the previous day's work and including the major rest break. eg under BFM Accreditation

If a driver say starts work at 6 am and finishes at 9 pm and works a total of 14 hours for the day. He commences his required rest break at 9 pm and has a continual rest break of 8 hours up to 5.00am the next day, he should then be able to commence his work instead of having to wait until 6am to start due to the fact he would be in breach for working more than 14 hours in a 24 hour period. Especially if the driver has taken his rest in a sleeper compartment or satisfactory resting facilities and is away from his home.

I believe this rule discriminates against truck drivers, any normal functioning person is ready to start a fresh days work irrespectively of what occupation they are in.

HEAVY VEHICLE LAW

HAVE YOUR SAY!

Heavy Vehicle National Law Review Feedback 2019

DAVE SHIRVILL

Facebook

I would like to see all traffic laws the same throughout Australia.

JEVAN HART

Facebook

Stop the ridiculous over regulation on stupid log books drivers should work their own hours to their body clock not some book write down everything we do without fear of being fined and when we are constantly being held up at the same place for stupid reasons like loading their loxal trucks first then go fine them and sort the real problems instead of using drivers for revenue.

BLINKY BLAIN

Facebook

No ELD's....No Log-books....just 14 hrs in any one day any amount of stops but all you can work is 14 hrs....easy...No mandatory 7 hrs straight rest.

KATHERINE DUMBLETON

Facebook

Better truck stop areas for truck drivers to rest safely. They have to share these atm with caravans. They are out there trying to make a living for their loved ones yet they haven't got nearly as many safe areas to do so. Their lives matter too. Areas needs to have the clean facilities and eating areas too.

NIC STORER

Facebook

Truly national road rules.

KENNY JOHNSON

Facebook

Separate licence points for heavy vehicles and the fines to go to the company instead of the driver.

HEAVY VEHICLE LAW

HAVE YOUR SAY!

Heavy Vehicle National Law Review Feedback 2019

FRED HARTELMAN

Facebook

Speed restrictions and restricted driving hours so they can have a safe environment to do their business, no time control by customers saying at the latest at this place or that place.

DARREN JAMES HARVEY

Facebook

The ability to obtain BFM n AFM Accreditation by means of proof... not a useless course.

LINDA MATHEWS

Facebook

Make it national instead of each state.

GRAEME KELLY

More parking bays with toilets and bigger they expect u to stop for rest breaks yet some parking bays u can't get in plus no toilets wat industry can u work in that's heavily governed and fined yet u can't have basic requirements.

DON FELLOWS

Email

Hello, Suggestion for Truck Law Australia.

After a lifetime of involvement in Road Transport in Australia, I believe that the biggest change that should be legislated is that all such trucks manufactured or sold new in Australia should have:

1. Cab roll over protection and
2. Adequate pro-tction of prime mover fuel tanks and fuel engine pipe lines to minimise fuel spills in the event of a crash. To protect human life/ road deaths in roll overs and fire from crashes.

When I approached Australia's biggest truck manufacturer on this subject, I was told that they do not build trucks to be rolled over or crashed!

ROBERT KENNY

Email

Get rid of the BFM altogether.

HEAVY VEHICLE LAW

HAVE YOUR SAY!

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NEIL GARSON

Facebook

Length needs to be measured from the front king pin or the front of the first trailer so we can have bonneted trucks and proper beds. Instead of overall length. We will have better backs and generally happier truckies I believe.

CRAIG BASCOMBE

Facebook

Should have a minimum visibility law. Which would count out a lot of bonnet trucks. But make roads much safer.

MATTHEW BOREHAM

Facebook

Rules to be NATIONAL and drivers consulted and their suggestions implemented!

GRAEME KELLY

Facebook

More parking bays which are capable of holding a lot trucks with and with toilets as there r not enough this is the only industry we're u get fined for simple clerical mistakes and it's more bout money than flexibility to cater for people who can't spell or not sure if spelling.

ROD FORD

Facebook

One law for all states and territories then there is no confusion.

GRANT TEMPLETON

Facebook

One set of road rules... logbooks or electronic books easy to use, especially better leave way when accidents and emergencies happen, beside NSW, have better rest areas, better parking and storage of trailers in cities when drivers unhitch for the weekend or when they rest period.

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JOE GREEN

Facebook

There should be a 100km or so radius on having to stack up your load sharing dolly onto a float, it's a massive time and money waster to load and unload dolly to go 50 km up the road and get your next load, I don't see how it's unsafe having it in tow there's more breaks and rubber on the road to stop you?

CRISTY THOMAS

Facebook

Fines in place instead of points and place. More places for truck rest areas.

LAINE GIBSON

Facebook

Floating heavy equipment should be in the evening not in the middle of the day. One set of rules that all states follow.

GEORGE PROCTOR

Facebook

A big reduction in weight tax to remove cost burden off operating transport business theres to much taxing on road transport remember they keep our nation going would be a big asset.

CLEMENT BRIAN GILROY

Facebook

Trucks should be measured on wheel base length not overall length.

WAYNE BEAN

Facebook

Just bring it back the way it was 20 years ago and do away with the log books all together as drivers need time to fill them out before they can rest or start work.

HEAVY VEHICLE LAW

HAVE YOUR SAY!

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STUART PEARSON

Facebook

A big reduction in weight tax and halving of fuel tax and declaring the transport industry an essential service. Just remember everything you eat, drink, wear, drive and live in comes by heavy transport and without distribution Australia will come to a stand still. Telematics to be fitted to all heavies ie. Electronic log book. Speed alert. Tracking. With all documents carried in it... license... Medicals...

We have had this system for ages and it works a treat was very sceptical at the start but it makes drivers more aware and accountable for their speeds.

This get rid of the paper log book that are just cheat sheets that can cost the driver his or her full weeks wages or more with a mistake. More heavy transport rest areas.. every 200km or so designated Heavy transport... and enforced... with clean toilets and hot showers and maintained by contract.

Road rules and regulations should be national and no international licences on our roads... you want to drive on our roads... "Do the driving test" Sick of vehicles coming at me on the wrong side of the road or not knowing where to merge or use a roundabout, give way or stop sign.

Unregistered trucks should be the responsibility of the company owner not the drivers at the moment the drivers get fined and costs points the owner only gets fined and with the label now gone if you do a change over at midnight 1 second into the next day you may be driving an unin-sured unregistered vehicle and unknowingly. Cheers Stu.

MICHAEL RILEY

Facebook

Come down harder on companies that don't look after their drivers, push them to work against the law so many companies under paying drivers and getting away with it.

HOWARD LAING-SMITH

Facebook

Change log book laws.

Do not allow the police to go back past the last 24 hour break in the book. What happened 2 months ago has nothing to do with my fatigue today.

Swap to IAP system like I'm using at moment in the west. Sign on you have to have a break within 5 hours. Have a 20 minute break and you get an-other 5 hours. Allows you to work 14 hours.

Sign on and off simple. No need for wasting time writing in your book.

HEAVY VEHICLE LAW

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DAVE MITCHELL

Facebook

Change the logbook rules they are a shambles.

CURTIS RILEY

Facebook

Find at least 5, 25+ years drivers, op's, scheduling Industry staff, put them in the room with the with 5 less suit and tie execs. All must have an open mind and listen to get a good balance. And also introduce commercial licence points. The fact that a commute driver has the same points on their licence.

MICHAEL WHITE

Facebook

Every state same rules for all heavy as well as log book, same country wide.

ALLAN PATTERSON

Facebook

Crackdown on companies that drive their workers into the ground to many hrs not enough pay

MICHAEL TUCKER

Facebook

Have a standard set of laws across the country instead of the current system of a myriad of laws depending on which state you happen to be travelling through.

HEAVY VEHICLE LAW

HAVE YOUR SAY!

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JOHN STEUART

Email

To whom it may concern

After spending 10 years on the spanners and becoming a qualified trailer mechanic plus on job experience then also having nearly 15 years on the road experience here are some of the issues we need to fix.

Having qualified mechanics as inspectors so they not slapping on defects because that's what the so called rules say. Will also have the ability to tell if it's only a minor defect instead of the rubbish major defect for a missing reflector. And yes I've seen it.

Stop Police from trying to be compliance officers because 90% haven't got a clue on how to work a log book. So you get held up for longer period while they try and work it out. Or they try and become a mechanic and got no idea again. They need to stick to traffic offences ONLY.

Have bigger fines for companies that are regularly holding up drivers from outside there time slot allocation. Especially in the busy periods. Or it should be unload when you get there not allocation of times to stop the pressure.

Also let's get the log book so called fatigue management issues under control of the driver and not going by what the book is telling you. That's a big problem because the boss expects you to work your book to a max to get maximum productivity.

And educate car drivers that the highway is our bloody workplace and we not on holidays

Finally if you have accidentally have a breach found of under 30 mins which accurd over 1 month ago. Let it be a warning and educate the driver on it instead of fining him because clearly it isn't a safety issue by then.

ANDREW PHILLIP

Facebook

In my experience truck drivers are not that interested in breaking the law and less interested in paying the disproportionate fines related to their earning a living. Before log books all we had were road tax inspectors, they didn't care how many hours we did as long as we paid the tax. I drove the West for years without log books, police would pull me up to see if I was ok, and offer me a cold drink. Over here in the east the penalties that are constantly implemented and upgraded are not because truck drivers can't drive trucks it's because freight forwarders and companies are always looking to squeeze the last ounce of daylight out of drivers. Left to their own devices drivers will pull up of their own volition when they are doughy not when the book says so.

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BOB TAYLOR

Facebook

Drop afm an bfm what a load of rubbish. Give all the same hrs .

CRAIG BARDEN

Email

Think you need to get rid of loading time being part of your work. It is time out of truck & a bit of exercise which is what many of us need. It is a lot more tiring sitting and doing nothing waiting for your trailer to be loaded.

At end of day, we can only do 17 hours of activity a day. Max 14 hours of driving and 3 hours of rest. If we don't use the 3 hours rest we get longer rest of night. If we do use it then we can't drive 14 anyway.

Drivers will be a lot better physically and mentally by being able to get some exercise in.

NOLA WHITEHEAD

Facebook

Make it illegal for big companies giving drivers a dead line to deliver freight by a certain time.

Puts so much pressure on drivers when they already have a lot of other pressures to deal with on a daily basis.

PAUL FREETH

Facebook

Not be treated as a criminal just because I earn a living driving.

PHIL LAMBERT

Facebook

Work diaries need more flexibility because every person manages fatigue in a different way.

FRANK SKIDMORE

Facebook

Train them in a loaded vehicle and empty. Big difference.

HEAVY VEHICLE LAW

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TREVOR LOWE

Facebook

Throw log books away and watch the accident rate diminish. It makes you drive when you're tired makes you stop for 8/10 hrs when you're awake. Now you hit the road again, trying to do 12 hrs, and you can't keep the eyes open!

LES NICHOLAS

Facebook

Not only get rid of log books and electronic methods give professional drivers more points on there licence and when you have double demerits if you are working and you get done should be normal points the coppers know if you are work-ing or not go for any one who sits behind the wheel to earn a income???

PHIL LAMBERT

Facebook

Infringement notices need to truely reflect the offence committed ie. crossing a fog line near a safety cam \$1310 that I'd a ridiculous amount, also why is every fine you get in a truck more than double for the amount in a car ???

GRAEME KELLY

Facebook

Have flexibility when u plan on stopping for ur break and can't park due to small rest area and too many caravans and trucks already parked there that I can move to another stop.

JOY SCROOP

Facebook

How about the same rules for oversized loads to be made Australia wide... not one rule for Victoria then another one for NSW. 1 country. 1 rule book. Throw away log books

HEAVY VEHICLE LAW

HAVE YOUR SAY!

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BOB FLEMING

Facebook

How about allowing one only twist is ratchet tie downs to stop the straps vibration against the side of the load.

RODNEY CHILCOTT

Facebook

Transport inspectors need to work with the truck drivers, so truckies are not worried about pulling into an inspection bay and if there is a problem the inspector and the truck owner can organise repair.

Fines should be issued if the truck owner has not carried out any work with in a fair timeline.

JUSTIN BEALE

Facebook

More investigation teams actually going out and targeting load management cause there the ones pushing all to go hard or they'll get some-one who can.

GARY REID

Facebook

Random checks on speed limiter to make sure they are not turned off.

PAUL ECKERT

Facebook

Teach them, all drivers, actually how to drive, the current system teaches how to operate a motor vehicle sufficiently to pass a test, most car drivers I share my workplace with have no idea how to drive, no ability to plan ahead for changes of direction, no consideration of other road users, often no ability to use their mirrors or even look out the door window right next to their head.... one of many reasons I have decided to quit the transport industry after 30 years...

MICHAEL TUCKER

Facebook

Have a standard set of laws across the country instead of the current system of a myriad of laws depending on which state you happen to be travelling through.

HEAVY VEHICLE LAW

HAVE YOUR SAY!

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