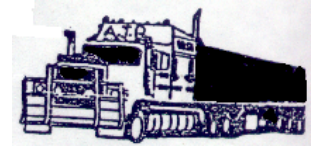


*AJ & T Bradley*

*Po Box 210*



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\* EXTENDABLE TRAILERS \*PILOT VEHICLE \*EXTENDABLE ROADTRAIN

\*LOCAL & INTERSTATE

30<sup>th</sup> January 2012

Parliament of Australia,  
House of Representative,  
Standing Committee on Infrastructure & Communications,  
(Consequential Amendments & Related Provisions) Bill 2011,  
Namely "Safe Rates Issue".

To whom it may concern,

My background: I am partner with my husband in a very successful Transport business (owner/operator) and have been so since 1989 some 22 years. I hold an MC (road train) license, I am also the Secretary for the National Road Freighters Association (NRFA) a road transport association established since 2008.

For approximately 16 years up until 2010 we were prime contractors for a multi-national poly pipe manufacturer and in that role we had at times up to 30 Subbies carting freight for us in any one week. We no longer have that role due what we feel are huge costs and constraints of compliance and stress that comes with it. We still do the same work however but for another Transport Company and a different Pipe Manufacturer, the compliance is still the same but the Subbies are not our responsibility anymore and are that of the Transport Company that we now Subbie for. LESS STRESS FOR US!! But that was our choice.

Safe Rates:

I and many of our members believe that the implementation of safe rates will only serve to disadvantage those of us who work for the right rate now. We believe that it will be nearly impossible to make a 'safe rate' across the board as there are so many different facets of our industry, you have line haul, oversize, stock cartage, refrigerated these are just a few of the different sides of this industry and you cannot regulate a set price for all.

There may be a call for regulating the rate on line haul for subcontractors of Multi-national companies.

There is definitely a call for intervention in payment methods i.e., time for payment.

It is known that it is common practice for people to be paid 30, 60 or 90 days after receipt of invoice and this above all else causes more stress than any other factor and inevitably has the ability to cause accidents.

Another problem that I and our members see is the implementation of the Work Diary in 2008. It causes so much anxiety amongst drivers who are struggling to work out hours correctly so as not to be vilified by law enforcement on the road, and stressing that they could lose their licence for stupid spelling mistakes or adding up hours incorrectly, this needs urgent attention.

In conclusion my submission is:

1. Make the time to pay invoices COD or no later than 14 days.
2. Look at safe rates only for Line haul Subbies to Multi-National Companies.
3. Have the work diary reworked with intensive consultation with operators not just the big end of town.
4. I and many of NRFA members do not agree with the implantation of safe rates or interference to our businesses which will only bring down our successful freight companies.

Kind Regards,  
Terrie Bradley