

**Subject:** FW: safe rates  
**Date:** Thursday, 9 February 2012 2:49:49 PM

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**Sent:** Thursday, 9 February 2012 10:09 AM

PORTER HAULAGE Pty Ltd

30th january 2012

Parliament of Australia

House of representatives .

Standing committee on infrastructure & communications .

(consequential Amendments & related Provisions .) Bill. 2011

Namely "safe rates Issue."

TO WHOM IT MAY CONCERN.

I am Noel Porter ,The owner of Porter Haulage from Victoria.  
I have a background in local and interstate road transport deating back to 1976 .  
I employ responsible local family men and endeavour to provide a living for my family and employees.  
whilst maintaining a high degree of safety and abide by workplace codes of conduct.  
I find that the current environment we work and operate under is totally inadequate.  
The government do not provide us with a safe workplace.

Safe rates as you have in the pipeline presently will never work.

There is no such thing as a safe rate .  
There are however safe roads .Which we currently do not have .The entire road and highway network is an unsafe workplace .  
Harrassment by authorities ,overpriced fuel and registration fees..ridiculous work diaries .and in general,  
Constant victimization of the entire road transport industry .

You can never determine a safe rate ,  
Most people negotiate with their clients and customers a satisfactory rate .  
with the different road conditions and areas travelled ,it is not possible to determine an across the board rate.  
I suggest before the government regulators look at rates ,They should address the problem of too higher registration costs ,  
and the over regulation of law enforcement officers against operators.

Public safety and the road toll is only an excuse to collect money from hard working australians.

My submission would be to first of all address uniform regulation across state borders .  
Relax workdiaries back to a log book system and give us all 14 hours across the board .  
We are the only people punished for getting out of bed and going to work.  
Look at multinational companies exploiting subbies and perhaps provide a minimum kilometere cost for city to city linehaul.

So as you can see ,We object to the entire safe rate scenario.

Regards Noel Porter .