

ROAD SAFETY REMUERATION BILL

The hope of ever seeing a level playing field has been pushed even further away, the niche in the transport industry has been stolen away from the professional operators by yep, and you guessed it 'the Australian Labour Government and TWU'. And let us not forget how the TWU failed to help their members and the Transport Industry in the 2008 shut down. For this bill to be passed, means that the Transport Industry has finally hit crisis point. To add fuel to the fire for the last thirty years well respected professors and QC'S have been sitting back watching the industry selfdestruct.

The introduction of the bill just shows who pays whose huge salaries in politics and who the biggest bullies of them all are. The \$90,000 pay rise the Prime Minister just received is a pretty good safe rate, hell we might all deserve that safe rate, (what's good for the goose is good for the gander).

The (TWU) SAFE RATES SCHEME will mean that all Transport businesses who keep their freight rates at a sustainable viable rate come July 1st 2012 will have trouble doing so. Now might be a chance for the Government to come out and tell the industry which 5 multinational's they want moving the nations freight.

I can't see the rates being higher then what I charge my clients by the kilometre rate, pallet rate, hourly rate, load rate, over dimensional rate, express rate, and dirt road rate, I don't think the TWU CEO would be aware of these rates or even travelled on the dirt roads the real TRUE GRIT operators of this industry travel on across this country.

Safe Rates: Whose rate is the TWU going to work around? There are too many different sectors in the Transport Industry to be all on the same price. Or will the client then even more so than before be able to compare freight rates with the (perhaps) cheaper safe rate? There are a lot of transport businesses who don't work on quantity, they survive on quality. Quality = excellent service = sustainable freight rate = Quality of life, because we do say '**no**' to the unsustainable price.

If the TWU has a concern about the freight rate then why don't they look at the other side of the greedy money grab problem? High inflated prices in fuel, Insurance, Finance, Registrations, Carbon Tax., Fatigue, Mass and Maintenance Management Schemes (NHVAS & Truck safe), Intelligent Access Programme (IAP), and the scheme that all trucks must have Front Underrun Protection (FUPS) by 2012. While all of these schemes are being introduced to the transport industry, the freight rate will never ever catch-up. More pressure is added to Industry, stress is added to the drivers and the driver's families as

these compliance costs have to be taken out of the bottom line. The

Transport industry is being bled to death.

Who are the three representatives on the Tribunal? The Industry law makers have far too many people with no common knowledge of how the Transport Industry operates making all the rules. In 2009 a safe rate advisory group was named, they are the big players in the Transport Industry and are members of the ATA. They are also the same people who today continue to cut the freight rate to the Subbie so they can try to monopolise the Industry, if any of these multinationals are elected to be on the advisory group they will be there for their own gain. To compare the Transport Industry with the Textiles Industry is already proving that they have no idea, these people are going to be able to dictate a safe rate for the Transport Industry, I can only see it as creating 'jobs for the boys'!

'Overzealous' CEO's, sons or daughters of transport companies or larger family owned transport companies, due to poor management have gone bankrupt, and when they find work back in the Transport Industry some of these 'overzealous' people still under quote freight rates deliberately. Because they couldn't make it in their own businesses, they think no one else should be able to also. If one of these people is one of the representatives of the Tribunal the Transport Industry will be a lot worse off.

There are too many avenues for the Transport Industry to run a truck at a loss but only to pick up the loss in warehousing, crane hire, panel beating business, or whatever their sideline is, so as to make it hard for other Transport Companies, or to show the trucks working at a loss to right it off in their taxes. But at the end of the day the transport industry is the one who suffers as we are seeing today.

The access to money to buy a truck to enter into the Transport Industry is far too easy, this is leading to an oversupply of Trucking Businesses, no matter how good an operator that you are, trucks and trailers are the worst assets you could ever have. The Industry needs a system that helps to minimise the depreciation of the equipment. The transport industry needs a system similar to what the taxi's have; the value is in the number plate on the vehicle. There is another name for this system called a hirers licence. Should the Safe Rates Committee be looking at something like this system??

This is only a small part of the huge problem in the Transport Industry, peak body's from Government, NTC, ATA, TWU, Government Authorities are all aware of the problems, while the problems are too big to fix, continue to grow bigger every day and 'under the table' deals are being done, revenue raising how to milk the Industry is the only focus the Government has with the

introduction of new laws and schemes at a very high cost to the transport industry which only burdens the professionals in the Transport Industry even more.

Then there are the transport operators who thrive on being corrupt and the accreditation scheme's allows them to hide behind the name. (Accreditation)

The Transport industry is repeatedly being asked for their input to help improve the transport industry which is simply not working for the small business/owner drivers.

1 A lot of the people in the transport industry have not got the time and the resources to take the time away from work/family to write a letter, unlike the multinationals they have the resources to address the request.

2 The people who dedicate the time to reply (Like myself) are starting to think to reply is a waste of time, For the simple reason Government/Government body's use the information they receive from us to implement new legislation/red tape that is if the information is even read at all.

3 The transport industry needs four/six transport forums per year in each state to allow the people (workers at the coal face) in the industry to have a say, rather than trying to place their concerns into words on a letter.

4 Everybody is able to be contacted by telephone; a lot of use would welcome the opportunity to talk to the people, who are trying to help change the transport industry for the right reasons, the opportunity is there for anyone to take up the challenge to hear the concerns the owner driver's/small business have, for just one day any time any ware before we see another 30 corrupt years go by.

Finally:

The field of play is too corrupt; Equal opportunity is nonexistent in the transport industry; the growth of everybody in the Industry has to be regulated if the Transport Industry is ever going to see a level playing field.

Can you give this letter your due attention?

Yours sincerely

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Vice President

