

1 September 2020 – Tim Montague via email to HVNLreview@ntc.gov.au

The biggest issues facing trying to get new people in to the industry is the over regulation & the fines associated with this, now I know the government are not interested in changing this because it's a cash cow. If truck driving was changed into a profession where you had to do an apprenticeship to gain your license to operate for hire and reward, the industry and the roads would be a much better place. In my view the government on both sides are not interested in doing this is because of the money they will not get from revenue, now if drivers were taught about weights, load restraints, how to decipher maps and permit conditions, instead of just getting taught how to pass a driving test and hand over \$1500 and a day later you are a truck driver.

I can't imagine you wanting an electrician to come to your house and do some wiring and repairs after doing a one day course where they got taught how to turn the main switch before doing any work, so why is it acceptable to have people driving trucks on the road with our friends and family with no formal training?

Fatigue, the rest of the states should take a leaf out of Wa's flexible fatigue laws, Safe T Cams and the National Work Diary on the east coast are the biggest contributor to fatigued drivers, 12 hours driving 12 hours rest is not practical for drivers living in trucks doing long distance driving and safe t cams just make you drive as fast as you can to get as many kilometres covered in your 12 hours, instead of like Wa we can just cruise along with no one to bother us or track our every move, if we feel tired we can just pull up and have a rest without affecting what we do the next day (with the 12 in 24 count back on the east coast), if we get out late we can drive till midnight go to sleep for 7 hours and do a 17 hour day to catch up if needed we can average 14 hours a day.

Seeing Eye machines are unfortunately an electronic device which can fail (I am an auto electrician by trade) In my view there will be drivers using this technology as an alarm if you like, they keep driving until it goes off and wakes them up except for the time that they really need it and it fails. Smart trucks do not make smart drivers, we need smart drivers.

Vehicles and road worthiness let's talk more about Roads and there Vehicle worthiness shall we ? If we tried to operate trucks in the same conditions some of our major hi ways are in they wouldn't even make it out the depot gate without breaking down.

Everything should be taken back to 20 ton per tri and 16.5 on bogie except single items on permits and container import export extra mass as it is a world market.

Pbs vehicles and extra mass vehicles are destroying our road networks especially ones on AirBags. Who ever came up with PBS has absolutely brainwashed the authorities and people with no idea, 1 example in Western Australia are 42 metre triple road train side tippers with floating goose neck dolly connected to the trailer in front by a turntable, turntables are meant to have downward force to work correctly, these only have a few hundred kilograms and bounce around, further to this they are 42m with no Ringfeder, Ringfedeers provide a rotating point in road train combinations, all the twisting and rotating is going thru the turntables, jaws and King pins proof is here this pin is 3 weeks old



And these combinations are allowed to continue to operate because they are PBS and it's embarrassing for them to say it's poorly designed.