

24 May 2019 - Submissions received via email to HVNLreview@ntc.gov.au

Hi.

As a heavy vehicle driver of many years and a advocate for drivers pay and safety this is my submission for the HVNL review.

Section 185 ,coupling trailers on private property any incidents should be reported to NHVR.
Airline fittings to trailas must be turned by inspection by approved officer

25a pbs approval paperwork must be held by driver.
What if driver was not issued paperwork would this be a reasonable excuse.

306 work diary full report to NHVR.
No one rings and says i have new work diary.
Rest areas for fatigue are inadquate to comply with the HVNL by ausroads.

15 min incraments not as 15 30 45 60, should be able to write if over 15 or under 15.

Ice pack cooler on all approved sleeper berths for fatigue compliance.

Flexibility on extra hours for longer continous break up to 14 on standard with 9 hr
continuous with a plan for extra 2 if needed.

A record for driver to give future employers, or have on licence when renewed of how many
work diaries have been issued to driver and amount of experience driver has for operating a
heavy vehicle.

Lost work diaries dont count as they cannot be evidence.
This can be good for employers and employees.

Seat belt fitted in sleeper berth if 2 up driver is havin rest in sleeper while vehicle in motion.

Any breaches of HVNL should be on drivers printable record.

A federal govt tax rebate for any driver who has a good driving record for any year for a
drive safe incentive.

BFM and AFM should be scrapped because we dont get paid any extra after 11 hours
continous driving in a 24 hr period.
I have evidence to back this up as the long distance award only has a overtime allowance of 2
hrs in 10 of double time.
This is a total scam for us drivers on the road paid by the KM.

Employer associations use this to there advantage not ours and this is a major breach of
constitutional law to any citizen to work overtime for no extra advantages.

Make the law have a certain section that apply to drivers only simply for most minor and major breaches as we have no idea and there's a 1000 pages to read.
We are not university graduates.

Review and understand the 2010 road transport long distance operations award and factor that into the law as some employers refuse to pay certain parts of the award including.
State what unloading and loading means in all aspects and in the HVNL not just be physically engaged including tarping, installing and removal of gates and operation of onboard cranes.
They say you don't unload and load as award states.
They expect the load to be restrained according to the law for unpaid work we don't get paid for.

Not paying kms off speedo.
RDO.

Not paying travelling allowances.

EBAs that are not better than the award and approved by the FWC.

Rest areas that are not available and are not big enough to comply with HVNL.

Driver training to upgrade lic too easy.
I can get a B double lic tomorrow if I have \$\$\$.

Fines for touching fog line thru safe T cam should be abolished.
60 m gaps at cameras should have a painted line on rd and at weighbridges where you have to leave a gap.
Companies telling drivers to have 7 hr break when loading is delayed.
Point system instead of fines.
Fines for missing a weighbridge if unfamiliar with rd.
Weighbridges signed better by overhead gantry on rd and flashing lights when a high vehicle approaches.
Unloading loading not as work in book.
Delay window in book.
Our average speed is 75 kmh, why can't we do kms compared to hrs if any delays exist.
Fatigue can't be managed on paper.
It is all mind games to get past a camera to get as far up rd as possible because too much time is always lost in delays.

Stop trucks using 2 lanes at Gold Coast as this increases fatigue and hrs added to trip.
Give us back safe T cam times and times thru all states to plan trips and manage fatigue better as parking is a crisis.

More signage for trucks only in rest areas.

Thanks
Paul Gogarty