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What risks to safe vehicles that are currently out of scope for the HVNL should be brought into scope? What is in scope that shouldn't be?

Have we covered the issues relating to safe vehicles accurately and comprehensively? If not, what do we need to know?

I live in Northern NSW at Tintenbar, and at least three times a day live pig transports go past my place from the Warwick, Qld, area to the abattoir at Booyong NSW. The trucks are carrying pigs and as they come up a hill towards our place and drive past the liquid waste from the animals spills out over the road surface. As well as causing pollution it makes the road surface slippery in wet weather and has caused a number of accidents involving vehicles sliding on the manure and running off the road. The EPA, NSW, has told me that the trucks should ideally be fitted with holding tanks but as the vehicles are registered in Qld they have no control over them.

I have taken the matter up with the local Council and State Member of Parliament and the only answer I have received is to raise the matter with you.

It would therefore be appreciated if the matter of fitting long distance livestock transports with tanks to contain the spillage of waste material.

How can the future HVNL most effectively deliver safer vehicles to the road? Which aspects of the PBS scheme are working well, and which aren't? What barriers to the broad uptake of safer vehicles exist?

How can the future HVNL encourage suitable maintenance programs? How can it most effectively identify and remove dangerous vehicles from the road?

How can the future HVNL meet the assurance needs of all Australian state and territory road transport authorities in a way that does not unreasonably impose on operators?

Do we need assurances regarding repairs and replacement parts? If so, could these be achieved using standards? Should third-party repairers be explicitly included in the Chain of Responsibility? How can defect clearance processes be reasonably expedited?

Should the future HVNL apply a risk-to-safety threshold for vehicle standards and loading matters?