

First off I'm a driver that's been in the industry for 9 years. I would say some of the major issues are. Over regulation of the industry as far as work diary, as you need to be very well versed in how it works. Just in Victoria you have standard, or BFM (don't know of any operations under AFM), there still is no legal way to reset long/night hours after this system being used for over 6 years. BFM is a bit of a joke training wise, it's a course that tells every driver what the signs of fatigue are, yet a lot of carriers still use day cabs. Normal advice is pull over and sleep yet companies demand meeting time slots that don't take into account other pick ups, delays from motorways and customers. We are the only industry that is you get held up late on a break is a severe fine. The reality is that we get paid just over minimum wage, it's the 60-70 hour weeks that make our pays look good. I work for a major regional carrier yet get paid \$1200 a week after tax. If I stuff a break I'm looking at a \$400 fine.. if you stuff up you can be many many thousands of dollars in the hole very quickly yet there is minimal enforcement on the company's side under CoR. Only company that I know of is blemmers in Queensland and that just got dropped.

Honestly compliance creep. A lot of trailers/prime mover combinations are over length by a couple of inches thanks to turn table positions to get into older yards and customers. No understanding in the regulations on how table positions work. There has been a lot of a push for extra freight being able to be carried. Also the advancement of ABS/EBS yet there is no standard on how the gear is wired or 12 vs 24 volt, just creates more headaches. We in Victoria have 4 different levels of route information and no roads are sign posted except some O.D. Routes and god help you if you are on the wrong road.

The PBS nightmare... how the heck is a driver got to deal with restrictions on a A Double permit when the road closes due to road works or worse a accident?? They you must stay on this road \$7000 fine to the driver if your don't. But the joke is that an A double is lighter than 2 semi trailers following each other (90 ton with the semi under mass management vs 76 ton for the A double. Honestly the industry needs to figure out where we are going as far as trailers and prime mover setups. What is going to be the standard and how do we make it work within our roads. This route idea honestly doesn't work as truck drivers can't remember a massive amount of changing information.

There used to be a standard 40' for sea container, 45' for everything else now look at it.

Why is mass management still around?? Just increase standard weights and remove the red tape, not like everyone of the major and minor companies don't have that??

Training as far as new drivers.. it's a two day course that shows honestly no real life information, no load restraint, backing into a finger dock, jack knife angle backing and a pile of other things like how to use your log book. The system was setup when new drivers got a week with the old school experienced guys, sadly now it's here is a set of keys off you go.

No a requirement for trailers to be marked with height.

Award wages are too low and the industry is seen as a group of drug taking cowboys.

Minimum enforcement of award conditions we need safe rates even in a employee-owner relationship. Sadly conditions are there but not being paid to employees. Or plain and simple lies.

Traffic/ road work mess on Melbourne's highways. Western ring road has had road works on it since 2009 and no real changes on it... now nearly every motor way has major truck issues on it.. the no trucks in the right hand lane, honestly what a joke the trucks are not the issue on the eastern freeway, it's the people in there cars not doing 100 and not using the keep left rule that is on every road in Australia yet no one follows it.

Car drivers need training about how trucks work and also how they tow trailers.

Government needs to understand that this industry is very different from any other. If everyone has a good day, the truck driver usually does too. If there having a bad one we cope it. If I get held up I'm not like a forklift operator, I can just at the end of my shift hope in the car and go leaving it to the next person. I usually have at least a 2 hour drive to the next yard to go home, 30 minutes to get home, then maybe 7 hours sleep, then get ready for work and off again I go. Usually in anti social hours.