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M E D I A R E L E A S E

## **SAFE RATES AND CARBON PRICE ARGUMENTS SHOULD BE KEPT SEPARATE**

The Australian Logistics Council (ALC) has called on Government and industry to reject an attempt by the Transport Workers Union (TWU) to use the proposed carbon tax as a Trojan horse to introduce Safe Rates into the transport industry.

“The TWU’s campaign to use the carbon tax to pressure the Government on Safe Rates is a clever ploy, but in reality, the two are very separate issues and should be treated as such,” ALC Chief Executive Michael Kilgariff said.

“It is disingenuous to argue, as the TWU does, that cost increases in the heavy vehicle industry brought about by a carbon price justify the introduction of a highly regulated rate setting regime for truck drivers.

“Government should see this carbon price campaign by the TWU for what it really is – an attempt to blur the two issues in order to push through an un-costed proposal that cannot be implemented and will not deliver additional safety outcomes over the current statutory schemes,” he said.

TWU National Secretary Tony Sheldon made the comments on Sky News yesterday, claiming the cost increases associated with the carbon price would cause driver fatality rates to “go through the roof”.

“ALC calls on industry and government to see through the TWU’s campaign to use the carbon price as a Trojan horse to introduce Safe Rates in the trucking industry,” Mr Kilgariff said.

“There are a range of strategies to improve industry safety, including through improved road user education and training, but the creation of additional layers of regulation that cannot be implemented in the real world will not help.

“Furthermore, the introduction of a National Heavy Vehicle Regulator, which will include national Chain of Responsibility legislation and the National Work Health & Safety Act will impose a duty on transport and logistics participants to eliminate or minimise, so far as is reasonably practicable, health and safety risks.

“In this context, ALC believes there is no case for yet another entirely new layer of regulation, when other regulatory and non-regulatory mechanisms which have been (or are being) introduced to deal with the issue of safety appear to be working.”

Mr Kilgariff said ALC had spearheaded the introduction of a number of mechanisms to improve driver safety, including the National Logistics Safety Code which provides industry with a simple, equitable and effective way to improve and maintain safety across the supply chain.

“In a complex working environment this self-regulating mechanism is a proven way to deliver enhanced safety across industry, and in ALC’s view, would deliver superior safety results to a tribunal tasked with setting rates of drivers’ pay.

“This position has been supported by numerous industry leaders in their submissions to the Government’s ‘Safe Rates Safe Roads Directions Paper’ and we are pleased the Government is taking the time to consider the matter further,” he said.

Further info: Duncan Sheppard, Australian Logistics Council, 0412 340 934.