



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

## Why the Road Safety Remuneration Tribunal Should Be Abolished

ALC has written to all Federal MPs and Senators, including cross-benchers, urging the Parliament to make the repeal of the Road Safety Remuneration Act a legislative priority when Parliament resumes next week.

“The Parliament must act now to repeal the legislation establishing the Road Safety Remuneration Tribunal and focus its efforts on working with industry to put in place practical measures, such as on-board technologies, that can improve supply chain safety,” said Michael Kilgariff, ALC Managing Director.

“The Tribunal’s Orders are resulting in regulatory overlap, confusion, inefficiencies and costs, and the Parliament needs to act as a matter of urgency to address this growing issue, which threatens to undermine industry’s efforts to improve supply chain safety and compliance.

“In recent years, government and industry have been collaborating and developing the Heavy Vehicle National Law and the National Heavy Vehicle Regulator (NHVR) to focus on [Chain of Responsibility](#) and drive heavy vehicle safety outcomes across Australia.

“Improving safety in the heavy vehicle industry must be based on achieving greater compliance and enforcement of Chain of Responsibility within the Heavy Vehicle National Law. That approach has been working with the number of accidents involving heavy vehicles in a downward trend.

“To impose an industrially-focussed body on the industry, which overrides the National Heavy Vehicle Regulator and work health safety laws, is a counter-productive approach to dealing with supply chain safety.

“Legislative steps need to be taken to abolish the Tribunal and to redirect its funds to appropriate bodies, such as the National Heavy Vehicle Regulator, to focus on safety and compliance measures that actually work.

“ALC’s publication [Why the Road Safety Remuneration Tribunal Should Be Abolished](#) provides a compelling argument as to why the Tribunal should no longer exist and what approaches need to be taken to improve heavy vehicle safety.

“For example, it highlights the important role technology, such as on-board telematics, can play in improving safety and compliance in the industry.

“Earlier this year, ALC [wrote](#) to all Transport and Infrastructure Ministers calling for the mandatory introduction of telematics in heavy vehicles to achieve enhanced efficiency, safety and compliance outcomes.

“ALC has long argued that it should be mandatory for heavy vehicles to carry telematics devices so that data relating to speed and fatigue offences are available for use by both businesses and enforcement agencies.

“The introduction of mandatory telematics would have far superior results to an industrially-focussed body responsible for setting remuneration in the heavy vehicle industry.

“We will continue to make this point to all Transport and Infrastructure Ministers, particularly as Federal MPs and Senators debate the future of the Road Safety Remuneration Tribunal next week,” he concluded.

### Links:

ALC Press Release - [ALC to take RSRT Fight to Parliament](#) – 8 April 2016

ALC Press Release - [Setting the Record Straight on the Road Safety Remuneration Tribunal](#) – 6 April 2016

ALC Press Release - [ALC Statement on Road Safety Remuneration Tribunal](#) – 4 April 2016

ALC Press Release - [Reports on the RSRT Highlights Cost to the Community](#) – 1 April 2016

ALC Press Release - [Abolition of Road Safety Remuneration Tribunal Still the Best Option](#) – 24 March 2016

ALC [Submission](#) on the Road Safety Remuneration System – January 2014

ALC [Submission](#) on the Road Safety Remuneration Orders – April 2013

ALC [Statement](#) to House of Reps Committee on the Road Safety Remuneration Bill 2011 – February 2012

ALC [Submission](#) on Safe Rates Safe Roads Discussion Paper – February 2011

Tuesday 12 April 2016

Further information, contact Duncan Sheppard on 0412 340 934 or [duncan.sheppard@ustlogistics.com.au](mailto:duncan.sheppard@ustlogistics.com.au).