

MEDIA RELEASE

Better Truck Safety Needs Cooperation

The [Australian Logistics Council](#) (ALC) says that reducing heavy vehicle fatalities requires greater commitment to meeting safety responsibilities by all parties in the supply chain.

“As an industry leader, improving safety outcomes across the supply chain is a core objective for ALC. One death in a truck-related accident is one death too many. We need industry, governments, regulators and all road users to work cooperatively to improve outcomes, rather than point fingers,” said ALC Managing Director, Michael Kilgariff.

“ALC strongly supports the changes to [Chain of Responsibility](#) (CoR) provisions under the [Heavy Vehicle National Law](#) (HVNL) due to commence operation in mid-2018, requiring all supply chain participants to take greater responsibility for safety and heavy vehicle maintenance, and ensure they have systems in place to effectively manage safety risks.”

“It is equally imperative that all parties in the supply chain understand and act upon their safety obligations. That is why ALC and the [Australian Trucking Association](#) (ATA) are developing a [Master Code](#) for heavy vehicle safety, capable of becoming a registered industry code of practice under the HVNL.”

“ALC has also [long-supported](#) the mandatory use of telematics and tools such as Electronic Work Diaries (EWD) to enhance safety. In our view, the review of regulatory telematics being undertaken by the [National Transport Commission](#) (NTC) must actively consider the benefits of using telematics to improve multiple aspects of heavy vehicle safety.

“We have similarly called on the Federal Government to introduce a [national operator licencing system](#) to make certain the nation’s heavy vehicle fleet is operated by competent professionals who understand their safety obligations,” Mr Kilgariff said.

“Any public discussion about heavy vehicle safety should be placed in its proper context, and we should be wary of attempts to link accidents to issues such as driver remuneration, when there is little evidence to support such claims. We should be especially cautious about attempts to advance an industrial agenda by exploiting every accident that occurs, as part of an effort to revive the [former Road Safety Remuneration Tribunal](#) (RSRT), and its so-called ‘Safe Rates’ regime.”

“The approach advocated by Toll Managing Director and industry leader [Michael Byrne](#) should be closely considered by industry, governments, regulators and the community.”

“While there has been some comment about an increase in fatal crashes involving articulated trucks in NSW over the year to September 2017, we should note that over the corresponding period, fatal crashes decreased in Victoria, Queensland, South Australia and Tasmania. These states are all subject to exactly the same fatigue management rules that apply in NSW under the HVNL.”

“Ultimately, inflammatory statements and blame shifting will not save lives. We need industry, governments and regulators to work cooperatively on delivering practical policy solutions that will create a safer environment for all road users,” he concluded.

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