

11/10/2013

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I will attempt to highlight our concerns about the transport reforms facing our industry, these were driven by the previous Federal Labor Government and the Qld State Transport Minister is now supporting them as well.

There are four immediate areas of concern for us in these transport reforms they are,

1. The National Heavy Vehicle Regulator (NHVR)
2. The Heavy Vehicle Charging and Infrastructure reforms. (HVCi)
3. The National Fatigue Laws which incorporate the National Heavy Vehicle Laws.
4. The Remunerations and Safe Rate Tribunal (RSRT)

## **NHVR**

The ill-conceived and poorly administered NHVR has already had Four or Five False starts since the beginning of the year, they are still not sure when they will go live, maybe next year now.

The sheer incompetence of these people in being able to organize their platform to launch the administrator has been breathtaking.

The NHVR's performance so far has done nothing to inspire the road transport industry to believe that they will improve the efficiency and productivity of the industry, the state transport departments were carrying out the task quite well and another incompetent bureaucracy is the last thing we need.

## **HVCi**

The National heavy vehicle Charging and Infrastructure reform will be the greatest threat to the road transport industry and the industries we service in recent times.

The preferred option by the Previous Labor Government and its supporting Bureaucracy is the Distance/Mass/Location charging scheme.

People both inside and outside the road transport industry are totally unaware of the massive increases we will see applied to heavy vehicle road use in this country if these charging reforms are introduced to replace current Registrations.

To explain this charging reform you need to be aware of the formula that is to be applied, the charge will apply to the rated capacity of the vehicle, GVM, multiplied by the distance travelled,

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monitoring this will require electronic technology, (satellite tracking) which operators will be required to purchase and fund all data flows, operators will not own the data.

This is only part of the equation, now we add in the 'Location' portion of the reform, the scheme will have a structured charging platform that will dictate the level of charges applied according to the standard of road used, this means that a secondary grade road will attract a higher charge than a better class of road, i.e. the National Highway, the flawed logic behind this is that the higher revenue from the poor road will see more money spent on them, in their words, "the money will follow the truck".

To give this some perspective I will draw a comparison between the current Registration and the proposed HVCI scheme (or is that scam)

A triple road train hauling livestock rated at 140 tonnes and travelling an annual distance of 100,000 klms currently costs around \$16,000 per year in round figures.

Under the HVCI we are unable to get any figures from the promoters of the reforms, without such information we will use the lowest monetary figure in our currency which is 'one cent'.

That means a 140 tonne road train will cost \$1.40 per klm to use our roads empty or loaded, (as the satellite can't distinguish between whether the vehicle is empty or loaded), multiply that by 100,000 klms and the new charge for road use will be \$140,000 per year, but wait there's more.

The Location component is to be added, again we are not being told at what level this charge will be, it could be three cents, maybe five cents, but every cent above one cent will add an extra \$140,000 dollars to the bill.

If ever there was a charging reform that will destroy the rural and mining sector and every remote community in Australia, **this is it**, and by the way this reform will be administered by the NHVR, something to look forward to.

END

**Sally**, I won't touch on the other two disasters listed above, as I think the two I have raised should be enough to convince any reasonable person that like every failed Labor initiative these can be put on the list.

The Abbott government needs to get serious about taking on board the concerns of our industry, the incident involving Cootes Transport is a symptom of bad management by government and in particular the controlling bureaucracies who have failed to address the shortfalls of the National Heavy Vehicle Accreditation Scheme, (NHVAS) the move to outsource safety audits is like putting the prisoners in charge of the goal.

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