

# NRFA NEWSLETTER

21/04/2014

## ISSUES WE FACE

### Editor's Note

As most of you will know by now we face an ever increasing amount of scrutiny from the government and bureaucracy in the aftermath of the Cootes Accident, we face an uphill battle to get a fair hearing on the compliance and regulations now bearing down on us. The National Heavy Vehicle Regulator has been a disaster and will continue to be while ever they fail to understand the workings of our industry.

The NRFA board have been working hard to put some sanity back into the equation.



*Bring new solutions to old problems*

## NATIONAL HEAVY VEHICLE REGULATOR (NHVR)

As many of you now know the NHVR has been a dismal failure, they are trying to recover something from the remains but in reality it will still fail, the idea that everyone should have a say in vehicle access will continue to plague their well-intentioned agenda.

The first and biggest mistake was to include local councils in the access approval process, the NHVR didn't take into account the fact that councils will restrict road access until money is forthcoming for road upgrades to justify heavy vehicle access, the NHVR didn't see that coming, that was their first stumbling block, the fact that initially councils were not aware that they would be required to give approvals caught them off guard. As you can see a very poorly constructed program, which saw Richard Hancock walk away from the top job, I think that speaks for itself.

## REMUNERATION SAFE RATES TRIBUNAL (RSRT)

Again this is another worry for the Owner Drivers and Small Fleet Operators, this program is being driven by the TWU to get a fairer deal in terms of a safe rates and timely payment, and that's needed by some in the industry, the problem with this program is the compliance and reporting that will destroy any benefits that could come from the RSRT.

The RSRT have no idea about how to establish a safe rate across the different types of operations in our industry, that alone will see many in conflict with their calculations, and the freight rate could be brought back down to the 'lowest common denominator' and won't deliver a safe rate at all, in fact quite the opposite.

The NRFA recognizes that we have people in our industry that are very much 'price takers' and are exploited by the big operators, where the blame lies is anyone's guess, the major retailers are getting the blame but I suspect it goes much deeper than that.

A union driven and designed program will only address their member's concerns and as such will ignore the rest of the industry, and we will all be subject to the requirements of the endless orders that will follow.

I ask the members to involve themselves in the consultation process whenever they take place in your areas and put in a submission stating your position, the NRFA are constantly doing just that, where we fail is that we don't communicate the commitment our board members make to the membership, and this is something we need to address.

I appeal to the membership to check the website [www.nrfa.com.au](http://www.nrfa.com.au) for up to date information regarding, Heavy Vehicle National Law, Penalties and infringements, RSRT, NHVR, and download the flyer for the AGM to be held in Sydney on the 23<sup>rd</sup> August 2014, Graham Garner is our host.

I apologize for this newsletter being a little late but I will be aiming to get another out prior to the AGM.

Mick Pattel  
Acting Secretary and Membership Director