



Representing all Multi-Combination Operators

MEDIA RELEASE

Sunday 29th June 2008

ARTA TAKES A STAND AGAINST NEW FATIGUE REGULATIONS

The Australian Road Train Association says proposed new fatigue regulations are the wrong solution in addressing the issue of heavy vehicle driver fatigue, and may well serve to heighten fatigue dangers on our roads.

ARTA Executive Director, John Morris said whilst the ARTA recognised the intention of the proposed regulations was to tighten up the law compliance and make the roads safer, the new legislation addresses the wrong aspect of why the current system could be improved.

“There is nothing wrong with the current system – the issue is in its inadequate compliance and enforcement,” Mr Morris said.

“No law will achieve its desired result unless there is rigorous enforcement.”

“The proposed regulation without the appropriate enforcement makes as much sense as changing your tyre if you run out of fuel – it is simply addressing the wrong issue.”

Mr Morris said the ARTA believes the proposed laws would encourage drivers to push hard early in the week and early in the shift cycle to get their kilometres up before there they run out of night time hours later in a day/week.

“It will also discourage drivers from having an hour or two break late in the evening when they feel tired as they will have to follow it up with a seven hour continual break later on,” Mr Morris said.

“The regulations will encourage drivers to push harder with their available hours. Drivers will also push through fatigue to get to their destination to achieve their 7 hour break.”

Mr Morris said it would take industry unity to stand up and put a halt to the proposed fatigue regulations, along with the seemingly never-ending avalanche of new regulations that appear to do little than justify the positions of those drafting them.

“Some of the ridiculous ‘Big Brother’ regulations being forced upon industry are plainly counter-productive,” Mr Morris said.

“But they are getting through because our industry too often pitches itself as at war with itself rather than standing up to bureaucrats and the like, who refuse to go beyond their academic understanding of the industry to grasp the true impact their actions are having,” Mr Morris said.





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“In this era of unprecedented regulation and challenges, now is the time for the industry to drop its petty differences, for operators and drivers alike to join their respective association or union, and to work together to resolve the issues that are tearing apart our industry.”

Mr Morris said the most effective way to do this was to join an association that is a member of the Australian Trucking Association (ATA).

“The ATA does not take direct members, rather it is an alliance of organisations from across the industry spectrum, extending from the biggest freight corporations through to the Transport Workers Union, that work together to take on and find solutions for the issues facing our industry,” Mr Morris said.

“If, through the ATA Council, our industry can have representatives with such diverse and obvious ideological differences working together, then surely this is recognition it is time for all of the industry to recognise the strength of this unity and to join up to make our industry’s voice as strong as it can be.”

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