

**Submission  
No 14**

## **INQUIRY INTO HEAVY VEHICLE SAFETY AND USE OF TECHNOLOGY TO IMPROVE ROAD SAFETY**

**Name:** Mr Scott Jose  
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To whom it may concern,

I have a question, I'm greatly concerned regarding the size of the bunk and refrigerated "engine off" air conditioning in heavy vehicles. Decent, hardworking drivers are being "hunted" for so called fatigue related breaches, when the most important aspect of a drivers health is being overlooked.

Why does a driver have to sleep in the heat with no air conditioner? You cannot leave a child or an animal in a vehicle without being prosecuted and rightly so, but an interstate driver must manage fatigue in the heat, in a truck and on a bed (450 mm wide, half the size of a standard single bed) which is smaller than anything that would be acceptable for anyone to get good quality rest. When truck drivers have complained about this in the past, they were told that "we're adhering to Australian standards", Australian standards? Either someone's lying or something needs to change.

With the technology available today, I would have thought it would be mandatory for refrigerated engine off air conditioning to be fitted to every vehicle registered with a sleeper cab. Why has this not happened? The size of the bed should also be at least a single bed so an adult can get quality rest . Greedy transport companies, have been ordering manufacturers to increase trailer lengths, but by doing so they've decreased the bunk area. This is detrimental to the driver and their fatigue management.

By fixing this problem will positively effect the fatigue that truck drivers do battle and senseless accidents will decrease. Personally, this should be the main focus in the 'fatigue management' department at the NHVR. Please help make these changes that will have a preferred outcome than any of the ones we have now.

Yours sincerely,

Scott Jose