

**Submission
No 27**

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

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Chain suppliers and Distribution Centre legislations need to be coincide with road laws. [REDACTED]
[REDACTED]

The short answer, no holding drivers in a safety zone for hours on end when we should be in bed. That's an accident waiting to happen. We rush to meet a deadline of 2am, say, with a half an hour window on either side. We miss that deadline, we don't get unloaded. We don't get unloaded, another slot is booked and consequentially this often results in losing a load out. But, when we do meet this deadline we are often "standing" in a driver safety zone for more than a couple of hours, all the while forklifts and pallet jacks are zooming around before our eyes with nothing on their tines.

This is often the case where loading and unloading is concerned and we as truck drivers are compelled to adhere for fear of job loss. (Owner drivers: loss of contract).

All in all, not only is driving long hours the problem, but waiting times, loading and unloading are the significant part.

If DC's cannot strategise their procedures to benefit those who have already been on the road for 10, 11, 12, hours upon arrival then we should not be compelled to stand and wait around until their good and ready to get it together.

A simple solution would be for us to disconnect the trailers and park in a waiting nearby, leaving it up to them. We get our rest, and they are not rushed to get us out.

Problem solved.