
From:
Sent: Thursday, 2 November 2023 9:44 PM
To: Portfolio Committee 6
Subject: CM: RE: Pressures on heavy vehicle drivers and their impact in New South Wales - Post-hearing responses - 5 October 2023
Attachments: Age license restriction concerns to NSW Truck driver issues inquiry..docx

Goodaye Tina, thank you for the documents attached. I have no changes to be made from my statements, note that the highlighted sections re rest areas ask even more questions about what is complaint, who knows if the state road authority does not and how then do we even get them to provide what is needed? The issue of the quality of roads from where I sit missed the main point and that is that new roads are obviously better, the real problem is either the failure to maintain and or repair roads properly, both to a safety standard and to the point of removing major and severe impacts into the trucks and drivers that have to use them. These are so numerous and savage, I know many drivers are not just concerned in a road safety sense, but fear cars hitting potholes and then hitting trucks or the impacts causing parts failures down the track, if not at point of impact. I have attached an additional item and lastly would like to again offer a trip in a truck for any on the committee to come and see and experience the issues first hand. Thank you and Safe Travelling, Rod Hannifey, www.truckright.com.au www.truckright.blog

I apologise for this, yet another addendum to this inquiry, but it is a problem that affects truck drivers and it seems from the information I have, only in NSW. Currently once a truck driver turns 70, they can either downgrade their MC license (for b-doubles and roadtrains) to a semi only licence HC, or must do both a yearly medical and then provide a b-double for a test each and every year at their own cost after this, to retain their MC license.

I have no problem with the medical as we do one every year now, even though it can cost more than \$400, but if you want to do part time work, help a mate or simply keep driving, if you do not own a truck, you will have to hire one for the day at a substantial cost, as well as all the other costs.

We are losing older drivers now due to the fines and penalties, but hope this will be improved and made much fairer with the upcoming review of the Heavy Vehicle National Law (HVNL) which looks to remove or at least reduce, many of the clerical and or minor but costly fines truckies get for minor errors which have nothing at all to do with road safety.

These fines also prevent some younger people from entering the industry as you must be aware of a critical driver shortage and whilst I recognize this is currently an issue with many industries, we have many drivers with millions of kilometres of experience again being forced out by this provision, again only in NSW to my knowledge. I am asking for this to be reviewed. According to a recent letter to a trucking publication raising this very point (and which did then remind me of this issue) there was a review some years ago, but the transport industry was not invited to participate, as happens too often.

Can this please be addressed and the road transport industry involved. I have had other drivers raise this previously and simply trying to do all, failed to include it in my original or supplementary submissions. Thank you, Rod Hannifey.