

**INQUIRY INTO PRESSURES ON HEAVY VEHICLE  
DRIVERS AND THEIR IMPACT IN NEW SOUTH WALES**

**Name:** Name suppressed

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Partially  
Confidential

In February 2022 I was given a task outside my usual work. During this work I was heading from Yennora to Banksmeadow and back to Wetherill Park.

I successfully carried a high vehicle to Banksmeadow without issue but not realising I was a high vehicle.

During my trip from Banksmeadow to Wetherill Park I struck the height markers prior to the Airport Runway underpass and immediately dialled 131500.

As a rail marshall, and experienced bus and coach driver I am a registered contact for TfNSW and have a wonderful relationship with the Transport Management Centre and all my details come up on their screen.

I asked for help.

I was asked if my container had "tiger stripes" something in my 10 years of having a semi trailer-road train licence I'd never heard of.

TMC road crew soon attended and I said I was happy to reverse out. They said they'd rather get assistance from NSW highway police.

During the stop I was measured at 4.45 metres. Below my permit height of 4.6 metres but above the underpass's height of 4.4 metres.

After I released the air from my trucks suspension my height was measured to 4.4 metres exactly.

I told TMC road crew that I was happy to proceed through the underpass as my height was equal to placarded height of the underpass. I was advised by the road crew that the sprinkler systems were lower than the placarded height and they advised against me travelling through the underpass.

During my interactions with Police nothing unusual was occurring but two weeks after the incident I was victim to a \$2500 fine and 6 demerit points. My faith in NSW Police and TfNSW immediately diminished as I felt this was pure theft for the following reasons.

1. The amber overheight warning light on Foreshore drive did not work.
2. The amber overheight warning light on the OnRamp to General Holmes Drive towards to runway underpass did not work.
3. The NSW Police made no indication that I was going to be penalised for this so I did not keep the dashcam footage of the incident.

Additionally; Natalie Ward's office refused to respond to multiple requests for information on the functioning of the warning lights.

I got a volunteer job as journalist with Owner Driver Magazine to ask TfNSW and the response suggested there was no maintenance contractor and no evidence of testing or correct operation was provided.

The then minister for roads Natalie Ward did no such thing to suitably provide serviceable warning systems which us heavy vehicle drivers rely on and I am disgusted she is part of the committee on this inquiry based on her offices refusal to respond to requests.

Additionally further information was discovered as I reported horrendous road condtions on the Newell Highway which caused the steering wheel impossible to hold whilst driving a road train and I immediately notified the Transport Management Centre and absolutely nothing was done about this. Not even road work or warning signs. For example the M1 motorway entrance north had severe road surface damage for many months and the speed limit was reduced with "road work" signs despite no road work taking place.

When I first discovered this inquiry I did some research and discovered a company BG Drilling had hit the sprinklers in the airport underpass. I immediately contacted the current NSW AG Michael Daley and requested to speak to an advisor. I left a message detailing that the sprinkler system was lower than the placarded height. This call has been ignored and I have never had a response from Michael Daley's office.

There must be easy access to height sticks. I propose the NSW Government mandate height sticks in all trucks which are either or have an open deck trailer attached such as a skel, flat top, table top, float, ramp trailer, beavertail etc.

The reason for me having an overheight vehicle that day is i was sent to the railyard to pickup a curtainside container and I was diverted to Banksmeadow unexpectedly.

I feel absolutely robbed of my money and feel the NSW Police hid their willingness to penalise me in an attempt to destroy evidence and subsequently the evidence of me ignoring the sign as depicted by the penalty was destroyed.

Furthermore, all future large-scale service stations must have a supermarket included in their development application. Truckies eat the worst diet and I've even had bowel cancer at age 34 which is a cause of a poor diet.

Councils like Penrith City Council have incredible amounts of parking restrictred to light vehicles, service stations like BP Eastern Creek and Ampol Eastern Creek have insufficient parking.

If I left Wetherill Park to head north - the first service station to stop is Wyong. If I'm heading south it is Pheasants Nest, but prior to the upgrade it was Sutton Forest.

Heading West there is absolutely no where appropriate to pull over until Yetholme near Bathurst and if you're heading the Mudgee road; you're all out of luck until Mudgee.

Truckies should have somewhere safe to stop, somewhere to use a toilet, eat, cook, shower etc and the state has tremendous power when it comes to approving development applications.

Since my penalty I've made it my mission to leave general transport as I no longer wish to contribute to the economy of the state through trucks.