



# Campaign for change

THE Transport Workers Union is planning a national road trip to sell its campaign for change in the transport industry.

Last Friday western Sydney truck drivers delivered a report on safety and pay in the industry to Lindsay Federal Labor MP David Bradbury at St Marys.

They want the report delivered to Canberra as part of a national campaign by the union after its recent Safe Rates Summit in Sydney.

"I have been making representations directly to Julia Gillard on this issue for some time." Mr Brad-

bury said. "It's an occupational health and safety issue not only for truck drivers but it also relates to public safety."

TWU assistant state secretary Bruce Penton said many truck drivers and transport workers lived and worked in western Sydney.

"The TWU has been working for some time with governments at all levels in order to ensure there is a federal determination with minimum rates of pay for truck drivers," he said.

"With 281 people killed in our industry each year, it is important drivers have full cost recovery, including waiting times and fuel costs,

so they are not forced into doing one more load to make ends meet."

Springwood truck driver Peter Meehan, 59, has been in the industry for more than 30 years. He said drivers needed to be assured they would be paid correctly.

"The rates need to be compatible with inflation," he said. "You're a truck driver, not a brain surgeon, but you still need to pay the bills."

Mr Meehan, a contractor for Linfox, said it was important drivers were paid enough to cover costs such as fuel, maintenance, insurance and running gear.



**David Bradbury with Linfox contractor Peter Meehan and TWU assistant state secretary Bruce Penton.**



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# Still a long, hard road ahead

By **Kylie Stevens**

THE journey towards a trucking industry overhaul continues.

Transport Workers Union officials have made inroads in their campaign for regulation on minimum pay rates and safety standards for drivers.

Assistant state secretary Bruce Penton and truck drivers met Lindsay MP David Bradbury last week to hand over its Safe Rates report, a summary of a recent industry summit.

Items to be included under proposed regulation are minimum

wages, cost recovery, waiting times, fuel costs and laws to prevent drivers being forced to take extra loads.

A National Transport Commission report released last year revealed excessive client power and poor pay and conditions for truck drivers were a major cause of the 281 deaths each year in the industry.

"A survey of drivers from major distribution centres showed they each spend on average 24 hours a week sitting in queues unpaid," Mr Penton said. Malcolm Neely of Oxley Park, represents a high number of truck drivers and

transport workers in western Sydney.

His employer Linfox is well respected in the trucking industry for pay and safety rates, unlike several other companies he has worked for in the last 10 years.

"There are companies out there which pay cheap rates while pushing their drivers to drive faster and carry extra loads," Mr Neely said. "This is dangerous.

"Companies doing the wrong thing need to be pulled up. We drive trucks which weigh up to 60 tonnes and can't afford to make a mistake on the road."



**Giving truckies a fair go:** Lindsay MP David Bradbury (left) welcomed the safe rates report from driver Peter Meehan and union official Bruce Penton on Friday. "This additional information will assist the Federal Government," he said.

**Picture: Gary Warrick**