

Emergency Hearing on Fuel Crisis at Fair Work

Today, an emergency hearing will take place at the Fair Work Commission on our application for clients to pay up for huge fuel increases.

We know thousands of owner drivers, fleet operators and other transport workers have been struggling under crippling fuel costs. The TWU acted quickly when it became clear that owner drivers in particular needed urgent fuel relief, having to absorb a huge chunk themselves in many cases where clients were refusing to pay, or to review fuel more frequently.

What the TWU's done

Fair Work Commission conference

- We put in an urgent Fair Work Commission request, under the laws won by TWU Members, to set standards in the industry, to convene an industry conference, calling on clients to pay their fair share for rising fuel prices.

Federal Government push

- We called on the Federal Government to pass laws allowing quicker orders through the Fair Work Commission.
- With huge pressure from the TWU and other parts of the industry in a united push, the Federal Government quickly passed these changes.
- This included a delegation of TWU members to Canberra to tell their stories to politicians and explain why the changes were so urgent.

Fast tracked application

- We have now made an urgent application and are calling on the emergency powers to be used for a fast-tracked application to ensure fuel costs are paid for from the top of the supply chain all the way down.
- **Today's hearing is on this urgent application.**

What will happen today?

At today's conference, industry leaders and the Commission will hear from TWU members in road transport, their struggles with the fuel price increases, and why the major clients should pay their fare share.

Drivers include:

- **Zak O'Brien**, an owner driver at Team Global Express who has been in the industry for more than a decade. Zak uses about 250 litres of fuel per week, paying about \$300 - \$400 a week on diesel before the fuel crisis. It's now ballooned to between \$650 - \$750, eating away at his already slim profit margins.
- **Frank Black** who has been an owner driver for about 40 years. Since the fuel crisis began, Frank has been parking his truck more often, and is considering leaving the industry entirely. Frank has been forced to do this because it is no longer financially viable to accept these jobs and he cannot recover the cost of his fuel bills.
- **Bikramjit Singh**, an owner driver at Linfox who began working in road transport in 2013. Bikramjit is now uncertain about the future of his business, increasingly having to dip into his own savings in order pay for surging fuel costs and to keep his bills paid. Without any cashflow, Bikramjit may soon go bankrupt.

We know there are thousands more stories like this that make our application even more critical.

What happens next?

This will continue to develop quickly and we will do our best to bring you all the updates as they come.

What you can do

**SHARE
YOUR
STORIES**

The more we have to share from road transport workers, the better our chances to make lasting changes.

If you would like to submit evidence, put yourself forward as a witness, and help the TWU in our push to bring fuel relief, **[click here to fill out the survey.](#)**

