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Office of the  
**Director-General**

**- 8 NOV 2019**

Department of  
**Transport and Main Roads**

Mr Tim Watling  
Committee Secretary  
Senate Rural and Regional Affairs and  
Transport References Committee  
PO Box 6100  
Parliament House  
CANBERRA ACT 2600

Dear Mr Watling

Further to my correspondence of 17 October 2019, I wish to provide further information to assist the Senate Rural and Regional Affairs and Transport References Committee in its inquiry into the 'Importance of a viable, safe, sustainable and efficient road transport industry'.

The Department of Transport and Main Roads (TMR) considers enforceable minimum award rates and sustainable standards and conditions to be an important matter for all stakeholders in the road transport industry.

In my response of 17 October 2019, it was noted there has been a history of decisions, reviews and reports in relation to pay rates, standards and conditions, which included National Transport Commission (NTC) and Australian Small Business and Family Enterprise Ombudsman reports tabled in the Federal Parliament and the work of the Road Safety Remuneration Tribunal.

It is noted the Australian Government has responsibility for minimum pay rates, standards and conditions, and while TMR does not play a specific role in relation to these components of the industry, TMR would support any measures taken to improve the conditions for heavy vehicle drivers and the industry. It is important to note that any improvements for drivers and industry should provide a subsequent improvement in heavy vehicle safety which is critical for a safe and efficient transport network and a high priority for TMR.

As mentioned in my previous correspondence, a comprehensive review of the Heavy Vehicle National Law (HVNL) is being conducted by the NTC, in close collaboration with industry and jurisdictions. The objective of the review is to deliver a modern, outcome-focused law regulating the use of heavy vehicles that will improve safety for all users, support increased economic activity and innovation, and simplify the administration and enforcement of the HVNL.

Due regard should be given to the work of the Road Safety Remuneration Tribunal and previously completed reports, supported by broad consultation with governments, industry, unions and the community.

I trust this information is of assistance.

Yours sincerely

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Neil Scales  
**Director-General**  
**Department of Transport and Main Roads**