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From: [REDACTED]
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Hi,

I have just received these revised scripts for the podcasts, for consideration.

Further changes and corrections gratefully received.

Regards,

[REDACTED]

STUDIO HOST	GUEST INTERVIEW
<p>1. ANNOUNCER: INTRO: Welcome to this episode of <i>Road Runner</i> the podcast that looks at making the roads safer and levelling the playing field in Australia's supply chain.</p>	
	<p>██████████ GRAB 6 I'd like to just offer my support via my ██████████ to truckies because the vast majority of truck drivers are hard working decent people who have a bugger of a job, it a very difficult assignment and that support of them will continue and we need to set the few dopes our of the industry so the hard working decent people who have made trucking what it is in Australia in 2014 can continue with a viable business and we need to get make sure that they get paid commensurate with their efforts</p>
<p>2. HOST: That was ██████████ onetime truck driver and now ██████████</p> <p>3. Hi...I'm ██████████ Welcome to this first of a series of a series of programs looking at the who, what and why of the Road Safety Remuneration Tribunal.</p> <p>4. Along the way we'll be hearing comments from industry people including ...</p> <p>5. Brisbane based long haul owner operator ██████████</p> <p>6. ██████████ who owns and operates a road train in West Australia's North west mining areas</p> <p>7. And...</p> <p>8. Staff driver ██████████</p>	

STUDIO HOST	GUEST INTERVIEW
	<p>TAKE [REDACTED] GRAB 1</p> <p>My name's [REDACTED] I've been involved in transport for about 20 years. I do local at the moment, driving a semi trailer, and I've been involved in the safe rates with the union for about 10 years now.</p>
<p>9. Here was a significant development in 2012, when the Road Safety Remuneration Act came into effect</p>	
<p>10. That act established the Road Safety Remuneration Tribunal which began operation on July 1st of 2012.</p> <p>11. Importantly, the tribunal is an independent national body with the support of the Fair Work Commission and the Department of Employment.</p>	
<p>12. It is not part of any Department of Transport.</p> <p>13. Brisbane based owner driver [REDACTED] has been hauling freight up and down the east coast for 30 years and for almost as long has been campaigning for industry reform.</p> <p>He believes that to work the Tribunal had to be independent.</p>	

STUDIO HOST	GUEST INTERVIEW
	<p>GRAB 6</p> <p>Well, I think that's good. Because the tribunal is there not to take sides but to have a look at what's fair, and who's doing what. If I have nothing to fear as a transport operator, or as a driver I shouldn't fear the tribunal. If an employer or a major company is doing the right thing, they've got nothing to fear from the tribunal. The tribunal as I say is not there to take sides, it's there to make sure that everyone does the right thing, everyone operates properly, everyone operates safely and keeps our roads safe, keeps our people safe. You know, whether they're drivers, other road users, whatever. Everyone operates properly and safely.</p>
<p>14. The Road Safety Remuneration Tribunal has two types of members.</p> <p>15. There are those appointed from the Fair Work Commission who have expertise in the law, workplace relations or other relevant fields.</p> <p>16. And then there's a panel of industry members... people who have a background in transport and logistics, business, work health and safety in the road transport industry or as drivers.</p> <p>17. The appointed members look after the shop on a day to day basis and the industry members are summoned to sit on a tribunal full bench when their industry experience and skills are needed.</p> <p>18. One thing is for sure... the tribunal is not a bunch of dills.</p> <p>19. They have a fairly wide brief and some very specific powers.</p> <p>20. The tribunal's functions include</p>	

STUDIO HOST	GUEST INTERVIEW
<p>21. Making road safety remuneration orders...and we'll come back to that</p> <p>22. But first, they approve road transport collective agreements</p> <p>23. They deal with certain disputes relating to drivers, their employers or hirers, and what are called "participants in the supply chain".</p> <p>24. A participants in the supply chain could be a consignor or consignee...like a supermarket chain,</p> <p>25. An intermediary..like a transport company subcontracting loads.. Or an operator of premises for loading and unloading.</p>	
<p>26. ████████ believes that in fact the tribunal can effectively resolve many industry disputes.</p>	

STUDIO HOST	GUEST INTERVIEW
	<p>██████████ Grab F15</p> <p>I do, I do see it being very effective there because there's the capacity there, if I have a dispute, take it to that tribunal, if someone else has a dispute take it to the tribunal, it's not just about money though. I think the tribunal can handle a lot of different... what's the word I'm looking for, a lot of different scenarios, like timeframes, you know, how much time I'm given to do the trip and so on. So it's not all the money, money is an important issues but there's also other scenarios they can handle and as I understand they will handle.</p>
<p>27. If you have a dispute you want to refer to the Road Safety Remuneration Tribunal, you can find the necessary forms on their website at RSRT-dot-gov-dot-au.</p> <p>28. That's RSRT...dot...GOV..dot..AU</p> <p>29. Importantly, the Road Safety Remuneration Tribunal is not just reactive.</p> <p>30. It's also conducting research into pay, work conditions and related matters that could be affecting safety in the road transport industry then identifying and initiating the steps to fix them.</p> <p>31. That's a broad brief.</p> <p>32. But let's get back to that remuneration order business....</p>	

STUDIO HOST	GUEST INTERVIEW
<p>33. The tribunal is empowered to make an order in response to an application or on its own initiative to set minimum requirements of remuneration and conditions for transport drivers.</p>	
<p>34. In our next program we'll look at the Road Safety Remuneration Tribunal's first remuneration order which came into force on May 1st, 2014.</p> <p>35. It really has something to say.</p> <p>36. If you want to know more about the Road Safety Remuneration Tribunal, its structure and role, go to the Tribunal's website.</p> <p>37. Again, that's RSRT..dot GOV..dot AU</p> <p>38. I'm [REDACTED] see you next time.</p>	

END

STUDIO HOST	GUEST INTERVIEW
<p>1. ANNOUNCER: INTRO: Welcome to this episode of <i>Road Runner</i> the podcast that looks at making the roads safer and levelling the playing field in Australia's supply chain.</p>	
<p>2. This is the second of our programs looking at the Road Safety Remuneration Tribunal and what it means for the road transport industry.</p> <p>3. So far we've seen how the Tribunal is a national independent body set up under the Fair Work banner in response to the appalling death and injury rate amongst road transport drivers.</p> <p>4. It's charged with establishing a fairer and safer work environment for drivers and, along the way, making the roads safer for ALL motorists.</p> <p>5. So, what's the industry attitude to the tribunal so far?</p> <p>6. First, staff driver [REDACTED]</p>	
<p>7.</p>	<p>[REDACTED] Grab M9</p> <p>7:21 What's the attitude of the industry to the tribunal overall do you think?</p> <p>The ones that understand it, fully support it. There's a lot of people you can't get to speak to because they're always out on the road, they don't really understand it. They may fear it.</p>
<p>8. Brisbane owner driver [REDACTED] is urging the industry to get behind the Tribunal</p>	

STUDIO HOST	GUEST INTERVIEW
	<p data-bbox="916 376 1107 409">██████ Grab F16</p> <p data-bbox="823 432 1337 499">You think the tribunal is going to make the industry safer?</p> <p data-bbox="823 521 1337 745">I think given the time it will you know, it's the same as everything even laws and that. When they put in new laws they've got to be given time to work and take effect. And I think the tribunal is no different. It's got to be given time to take effect and work.</p>
<p data-bbox="288 768 788 969">9. Well the Road Safety Remuneration Tribunal has been at work establishing ways to make the industry safer and deliver a better deal for drivers.</p> <p data-bbox="288 992 772 1104">10. On May 1st, 2014, the Road Safety Remuneration Tribunal's first major order came into force.</p>	
<p data-bbox="288 1133 743 1290">11. The Road Transport and Distribution and Long Distance Operations Road Safety Remuneration Order 2014</p> <p data-bbox="288 1312 788 1639">12. It's the result of extensive consultation with industry bodies and individuals as well as studying submissions made to the Tribunal and visiting worksites to get a firsthand understanding of the conditions and industry operations.</p>	

STUDIO HOST	GUEST INTERVIEW
<p>13. The resulting Remuneration Order is a major leap forward.</p> <p>14. First, it sets out minimum entitlements and requirements for long distance drivers and those involved in the distribution of goods for sale or hire in supermarket chains</p> <p>15. Work contracts now must be in writing, and drivers must have a safe driving plan for each trip.</p> <p>16. There are orders preventing employers or clients from pressuring drivers to break the law, and new rules about what payments or deductions drivers may face</p>	
<p>17. This order doesn't deal with rates of pay for drivers.....that will come later.... but it does make major changes which will improve safety and certainty for drivers around Australia.</p> <p>18.</p>	
<p>19. The first item in the Tribunal's first remuneration order addresses that payment issue.</p> <p>20. It rules that contractor drivers must be paid within 30 days of submitting an invoice and there are stringent requirements relating to any deductions a hirer may seek to make against an invoice amount.</p>	

STUDIO HOST	GUEST INTERVIEW
<p>21. Timely payment will make life easier for many.</p> <p>22. The second part of the order specifies that there must be written contracts for road transport drivers whether that's on paper or electronic in form</p>	
<p>23. The contracts will describe in detail the work or service to be provided and the wage rate or kilometre rate or piece rate to apply.</p> <p>24. Or it will set out any guaranteed minimum income level for the driver.</p> <p>25. And there has to be a contract review at least annually.</p>	
<p>26. Also, part of the contract states the hirer will not try to direct the driver to break any laws or perform unsafe practices. ...</p> <p>27. Some thing that drivers say is not uncommon in the industry.</p>	
28.	<p>Take [REDACTED] Grab 4</p> <p>Absolutely not. I've worked for companies that the pressure is unbelievable to break the rules, and if you don't break the rules then you don't get another job. So it might only be a couple of hours they want you to drive, or throw on a couple of extra tonne, but if you're known as a person who won't do it then you won't get that job.</p>

STUDIO HOST	GUEST INTERVIEW
<p>29. That was [REDACTED] who today owns and operates her own road train in northwest Australia's mining areas</p> <p>30. Sydney Staff driver [REDACTED] says those demands jeopardise the safety of road transport drivers and all other road users.</p>	
	<p>Take [REDACTED] Grab 4</p> <p>There's a lot of companies out there that will do long haul distance, say from Brisbane to Sydney and that same driver has to do all his deliveries and all his pick ups and then go back to Brisbane that afternoon or that night. All that time is not only unpaid time, but it's also in his log books as downtime, as he's resting.</p> <p>04:00 so he's exhausted from running around delivering or picking up goods,</p> <p>Exactly, Throughout the day he might get 2 hours sleep here or an hours sleep there. Nowhere near the continuous 7 hour break that he has to have that everyone from his boss to the client just turn a blind eye and when something happens, everyone focus back on the driver.</p>
<p>31. For [REDACTED] this first Remuneration Order goes some way towards correcting unfair practices in the industry</p>	

STUDIO HOST	GUEST INTERVIEW
	<p>Take [REDACTED] Grab F9</p> <p>It gives me the security of being able to operate and do my job without having threat hanging over me that if I don't do this job for that amount of money in that amount of time that I'm going to be penalized in some way. And the way the system's been now and the way it's been for the last 30 years, there's been a lot of penalties, if you can call them penalties, that are put on drivers but not straight out if you know what I mean. You know they're like a, you didn't get in on time or we wanted you here at 7 o'clock this morning and you didn't get in at 7 o'clock this morning and therefore we're not loading you out this afternoon, you know. Regardless of what the reasoning was, why you didn't get in, you know. You might have been able to get in, instead of being at 7, get in at 10, have a break and still be loaded out this afternoon, but because you haven't complied with what they wanted, being right or wrong, there's that penalty. So that's once aspect that this tribunal would be able to smoothen than out. There won't be any of that sort of behavior. Secondly, when I do a load, I can be assured that I will be paid properly. And that I'm not slowly going backwards and I've got money to maintain my vehicle, change my tyres. My tyres need changing now, well they can get changed now, I don't need to wait a month or 2 and hope to get the money together to be able to change my tyres. It just improves, it will improve the way I can operate, which will improve the safety of the way I'm operating and in turn improve everyone's safety around me.</p>

STUDIO HOST	GUEST INTERVIEW
32. Guaranteed prompt payments and written contracts will make a significant difference for many road transport drivers.	
<p>33. But next program we'll look at other provisions in the Road Safety Remuneration Tribunal's first order, including Safe Driving Plans, work health and Safety training and adverse conduct protection.</p> <p>34. That's next time.</p> <p>35. Meanwhile, you can go to the Tribunal's website at RSRT-dot-gov-dot-au to find out more about written contracts and payment requirements.</p> <p>Or go to fairwork.gov.au/roadtransport</p> <p>36. See you again on.....road runner.</p>	

END

ROAD SAFETY REMUNERATION TRIBUNAL. SEG 3

15/05/2014

STUDIO HOST	GUEST INTERVIEW
1. ANNOUNCER: INTRO:	
<p>2. Hi , I'm [REDACTED] Welcome to another edition of <i>Road Runner</i>, looking at the work of the Road Safety Remuneration Tribunal.</p> <p>3. Last episode we started to talk about the Tribunal's first major order which came into effect on 1st of May 2014...the Road Transport and Distribution and Long Distance Operations Road Safety Remuneration Order 2014.</p> <p>4. It applies particularly to long distance drivers and to those involved in the distribution of goods for sale or hire in supermarket chains.</p> <p>5. We focused on how the order established that contract drivers had to be paid within 30 days of invoicing for their services.</p>	

ROAD SAFETY REMUNERATION TRIBUNAL SEG 3

15/05/2014

STUDIO HOST	GUEST INTERVIEW
<p>6. And we spent some time looking at the requirement for drivers to be given written contracts stating the services being contracted and the payment rates that would apply.</p> <p>7. But there are other significant changes demanded by the same order.</p>	
<p>8. Hand in hand with the written contracts is the mandatory safe driving plan that must be prepared for drivers on a long distance operation involving a motor vehicle with a mass of more than four and a half tonnes.</p> <p>9. The plan, to be prepared in consultation with the driver, sets out all pick up and delivery locations, and the time frames and distances for each leg or stage and includes when meal and rest breaks will be taken.</p> <p>10. Under allowances for fatigue management, a driver can vary the plan whenever they feel the need for an extra break.</p>	
<p>11. At the end of each trip, the hirer or employer gets a copy of the completed plan.</p>	

ROAD SAFETY REMUNERATION TRIBUNAL SEG 3

15/05/2014

STUDIO HOST	GUEST INTERVIEW
<p>12. It's a development that can become a part solution to a number of driver gripes.</p> <p>13. For example, staff driver [REDACTED] says if the plan is formulated in detail, it will become obvious when unrealistic demands are being placed on a driver and safety is jeopardised.</p>	
	<p>Take [REDACTED] Grab M6</p> <p>at the moment owner drivers and all that are just stretched to the absolute minimum and something's got to give. There's got to be corners cut and if its working longer hours or not services, running tyres to the absolute bare minimum something has to give. The money is just not there to do everything properly and safely.</p>
<p>14. West Australian road train owner-driver [REDACTED] says high tech monitoring is being used by some in the industry but it's not the whole answer for drivers.</p>	

ROAD SAFETY REMUNERATION TRIBUNAL SEG 3

15/05/2014

STUDIO HOST	GUEST INTERVIEW
	<p>Take [REDACTED] Grab H3</p> <p>a couple of the big companies have implemented black boxes and GPS tracking so they know where their drivers are at all times. They know when they're making their break and stipulate when they do. Sometimes I find that even that is a little bit difficult..... I don't think that sitting in your truck at 5000 degrees is having a break. I think travelling another 20 minutes and pulling up in an air-conditioned road house and having a shower and having something to eat is a safer break. Those little issues need a bit of tweaking I think</p>
<p>15. Safe driving plans, when properly used, are going to highlight another issue for owner-drivers....time wasted waiting at load and unload points,, often without being paid while you and your rig are tied up.</p>	
	<p>Take [REDACTED] Grab M7</p> <p>The amount of people that don't get paid while they're waiting. Turned around if they miss a window, they're too early they're told to come back, They're too late they get told to come back, so the deadlines are so strict some are near impossible to make.</p>

ROAD SAFETY REMUNERATION TRIBUNAL SEG 3

15/05/2014

STUDIO HOST	GUEST INTERVIEW
<p>16. A proper safe driving plan should set out timings and indicate potential times at each location, culminating in the proposed duration of each trip.</p> <p>17.</p>	
<p>18. The Road Safety Remuneration Tribunal's Remuneration Order requires hirers or employers to identify relevant work health and safety training for the staff or contract drivers and to either provide it or reimburse the driver for any expenses incurred in undertaking it themselves.</p> <p>19. It also requires that employers or hirers implement a drug and alcohol policy in consultation with the drivers</p> <p>20. The order covers dispute resolution, and sets out an Adverse Conduct Protection.....</p> <p>21. ██████████ said it in our last program..</p>	

ROAD SAFETY REMUNERATION TRIBUNAL SEG 3

15/05/2014

STUDIO HOST	GUEST INTERVIEW
	<p>Take [REDACTED] Grab 4 (late in)</p> <p>. I've worked for companies that the pressure is unbelievable to break the rules, and if you don't break the rules then you don't get another job. So it might only be a couple of hours they want you to drive, or throw on a couple of extra tonne, but if you're known as a person who won't do it then you won't get that job.</p>
<p>22. Okay, so the written contracts now required for drivers ban any requirement on the driver to break a law, but this adverse conduct protection takes it a bit further.</p> <p>23. It states that the employer or hirer of a road transport driver cannot take adverse conduct against a driver because he or she has a workplace entitlement that may be exercised.</p> <p>24. It's adverse conduct if it injures the driver in relation to their employment or the terms and conditions of their contract.</p> <p>25. A hirer, for example, cannot refuse to make use of a driver's services, or provide goods or services to that driver, discriminate against the driver in terms of employment or hire.</p> <p>26. It will go toward stamping out intimidation and unfair pressure on drivers who have felt vulnerable in the past.</p>	

ROAD SAFETY REMUNERATION TRIBUNAL SEG 3

15/05/2014

STUDIO HOST	GUEST INTERVIEW
<p>27. If you want to know more about the Road Safety Remuneration Tribunal's order...the Road Transport and Distribution and Long Distance Operations Road Safety Remuneration Order of 2014, go to the Tribunal's website at RSRT.gov.au. RSRT.gov.au</p>	
<p>28. Arriving at the contents of that order, the Tribunal went through a prolonged process of industry consultation.</p> <p>29. In future the Tribunal will again seek industry participation as it considers what for many is the most critical question in road transport today..... establishing safe rates.</p>	
<p>30. It's about putting a floor on road freight rates that no-one can charge or pay below, but that cannot deliver a level playing field with everyone charging the same rate</p>	

ROAD SAFETY REMUNERATION TRIBUNAL SEG 3

15/05/2014

STUDIO HOST	GUEST INTERVIEW
	<p>Take [REDACTED] Grab 7</p> <p>. Because all our costs are not the same. If you've got a 20 year old truck and if you've got a 2month old truck obviously your repayments are hugely different.</p> <p>11:54 So is it impossible to come up with industry standard rates.</p> <p>No, it's not impossible It is very possible to have a base rate. A bit like wage line stipulating the basic or minimum wage that a person can work for. And that's enforceable. Obviously every person's circumstances vary and that wage that their given has to have a lot of different things and it's just the same with an owner driver. It's a base wage and then if you can prove that you need more than that then the company that's contracting you then that's the rate that you work for for them</p>
31. [REDACTED] agrees	

ROAD SAFETY REMUNERATION TRIBUNAL SEG 3

15/05/2014

STUDIO HOST	GUEST INTERVIEW
	<p>Take [REDACTED] Grab F10</p> <p>Well, what we're saying is it has to be a minimum rate which is a viable rate. It doesn't mean everyone gets paid the same rate. If someone was to pay you for instance and extra \$50, or offer you an extra \$50 to do the job or an extra \$100 to do the job whatever, they quite allowed to, quite open to. You know. But they can't come under that minimum. And that minimum would be determined hopefully by a cross model which will say, to operate that type of vehicle, because there's different combinations of vehicles, this is the minimum rate you need to have. We'll call it \$3 a kilometer. But if that someone was to pay \$3.50 a kilometer they're quite welcome to pay \$3.50 a kilometer or \$4 a kilometer but you can't come under the \$3.</p>
<p>32. Staff driver [REDACTED] who also sees other benefits coming from safe rates</p>	
	<p>Take [REDACTED] Grab M2</p> <p>Job security for one. So I'm fortunate enough to be with a company that I believe does pay safe rates but the downside of that is there's, we're losing contracts after contracts because a lot of people aren't paying safe rates of pay and when you go for tenders the cost of those tenders are just blown out of the water.</p>

ROAD SAFETY REMUNERATION TRIBUNAL SEG 3

15/05/2014

STUDIO HOST	GUEST INTERVIEW
<p>33. The work of the Road Safety Remuneration Tribunal is important to everyone in the Road Transport industry.</p> <p>34. The decisions the tribunal takes can directly affect you and your livelihood, so you need to be aware of what the Tribunal is doing and to get involved in ensuring they are properly informed .</p> <p>35. We'll talk more about that in our next program.</p> <p>36. I'm [REDACTED] see you next time.</p>	

END

ROAD SAFETY REMUNERATION TRIBUNAL SEG 4

15/05/2014

STUDIO HOST	GUEST INTERVIEW
1. ANNOUNCER: INTRO:	
	<p>Take [REDACTED] R4</p> <p>, look they'll be people with degrees after their names who have a great understanding of the legalese of it and all the rest of it but they haven't actually spoken to a truck driver who's had to get from Brisbane to Melbourne and then back to Tamworth via the Newman Highway at a set time for very little amount of money, I mean, they're the people they need to talk to and they're the people that need to be heard.</p>
<p>2. That was [REDACTED] himself a former [REDACTED] alking about one of the major challenges facing the Road Safety Remuneration Tribunal.</p> <p>3. They're the body that is getting to hear from the people who can benefit most from the Tribunal's work....the road transport drivers.</p>	
	<p>Take [REDACTED] Grab R5</p> <p>I'd like to see it in operation I would like to see it given an opportunity to make sure it comes up with the right decisions and gives truckies the opportunities to participate in the process.</p>

ROAD SAFETY REMUNERATION TRIBUNAL SEG 4

15/05/2014

STUDIO HOST	GUEST INTERVIEW
<p>4. And that's what this program is about.</p> <p>5. Hi...I'm [REDACTED] Welcome to another edition of Road Runner (/)</p> <p>6. So far in this series we've looked at the beginnings of the Road safety Remuneration Tribunal, how it's structured and works, and we've examined the content of its first Remuneration order which came into force on May 1st.</p>	
<p>7. It made written contracts and safe driving plans and prompt payment for contractor drivers mandatory, among other things, for drivers in the Distribution and long distance sectors of the road transport industry.</p> <p>8. It showed the Tribunal will listen to the needs of drivers.</p> <p>9. Owner driver and longtime campaigner for a better deal for drivers, [REDACTED] has faith that given the chance the Tribunal can make a real difference.</p>	
	<p>Take [REDACTED] Grab F14</p> <p>I think given the time, it will. I think the tribunal's only young, there is a lot of input it has to go through, and a lot of things it has to consider, but I'm quite confident that given the time, this tribunal will fix a lot of problems that a lot of other laws and things haven't been able to fix and will never fix. Because this tribunal starts hitting at the cause, and the root cause of the problems.</p>

ROAD SAFETY REMUNERATION TRIBUNAL SEG 4

15/05/2014

STUDIO HOST	GUEST INTERVIEW
<p>10. To provide meaningful outcomes for the industry and road transport drivers, the tribunal must have input from the people in the trenches who know what's needed.</p> <p>11. And that's a problem</p> <p>12. [REDACTED]</p>	
	<p>Take [REDACTED] H12</p> <p>One of the issues that we have is that we're all in a different place at a different time, you can't get everyone together to give them the information or tell them what needs to be done so that's a huge issue because none of us are ever in one place at one time.</p> <p>One of the issues that we have is that we're all in a different place at a different time, you can't get everyone together to give them the information or tell them what needs to be done so that's a huge issue because none of us are ever in one place at one time.</p>
<p>13. And as the former truckie that he is, [REDACTED] wants to help ensure the Road Safety Remuneration Tribunal is able to work for the men and women on the road.</p>	

ROAD SAFETY REMUNERATION TRIBUNAL SEG 4

15/05/2014

STUDIO HOST	GUEST INTERVIEW
	<p>Take [REDACTED] Grab R6</p> <p>[REDACTED], I'd like to just offer my support via [REDACTED] [REDACTED] to truckies um because the vast majority of truck drivers are hard working decent people who have a bugger of a job, it's a very difficult assignment and that support of them will continue and ah we need to get the few dopes out of the industry so the hard working decent people who have made trucking what it is in Australia in 2014 can continue with a viable business and we need to make sure you know, that they get paid in commensurate with their efforts and any tribunal that's set up that doesn't do that is not a tribunal that we should be supporting.</p> <p>09:50 [REDACTED] And there's always the chance you can get behind the wheel again mate?</p> <p>09:53 [REDACTED] Well you never know [REDACTED], you never know. [REDACTED] we work is a fairly tenuous one, you never know.</p>
<p>14. Well, that's not likely to happen, but I'm sure [REDACTED] [REDACTED] will be keeping an eye on the Road Safety Remuneration Tribunal and passing on any news.</p> <p>15. And we can all keep abreast of tribunal activities by visiting their website at rsrt.gov.au.</p> <p>16. Everyone who can, needs to contribute to the Tribunal's planned reviews.</p> <p>17. Maybe making submissions when you can.</p>	

ROAD SAFETY REMUNERATION TRIBUNAL SEG 4

15/05/2014

STUDIO HOST	GUEST INTERVIEW
<p>18. Or maybe drawing the Tribunal's attention to other actions they could take to improve road safety.</p> <p>19. For example, [REDACTED] believes driver training and licensing needs reviewing.</p> <p>20. [REDACTED] is a licensed pilot as well as road train driver and says there's no question which is the most demanding....flying or driving</p>	
	<p>Take [REDACTED] Grab H1</p> <p>. In the air, you've got control towers, you've got a radar, you've got a co-pilot, you've got all these back up systems to help you make a decision, and on the road you've got 100tonne of road train that if you make a slight indecision that could cost the life of not just yourself, but other motorists on the road. So I feel that we need to have more education for drivers,</p>
<p>21. A recent survey of Australian truck drivers showed almost half were over 50 yrs of age while only 5% were under 30.</p> <p>22. The industry's future as well as the safety of our roads may depend on better driver training and professional licensing.</p>	

ROAD SAFETY REMUNERATION TRIBUNAL SEG 4

15/05/2014

STUDIO HOST	GUEST INTERVIEW
	<p>Take [REDACTED] Grab H6</p> <p>I'd like to see training of new drivers, in Australia as a priority. There's a lot of newly licenced drivers, because they don't have the 3 to 4 years experience on the road, companies won't put them on and I have a huge problem with that because we've got local driver who understand our meaning of life and our value of life and our road safety and our lingo and the things that we say not being given a chance where as if you've had Mr Jully Wally working for Backyard Bob's transport company that's been breaking the rules for 4 years, then he gets the leg in first over a new driver who can be trained the correct way. I have a huge issue with that.</p>
<p>23. There is much that an active Road Safety Remunerations Tribunal can accomplish for the industry and especially for the drivers.</p> <p>24. The tribunal represents the best opportunity to bring in minimum freight rates....those "safe rates" people have been talking about for years.</p> <p>25. But the Government is currently reviewing the Road Safety Remuneration System.</p> <p>26.</p> <p>27. You need to become involved in the Road Safety Remuneration Tribunal's considerations and contribute your thoughts and opinions to the process.</p>	

ROAD SAFETY REMUNERATION TRIBUNAL SEG 4

15/05/2014

STUDIO HOST	GUEST INTERVIEW
28. You can find out what the Tribunal is focused on in its present work program by going to their website at rsrt.gov.au . 29. So...get involved.	

End

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 4 June 2014 11:39 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Video script - FWO request
Attachments: AV Script for video - final_17_01_2014.docx
Categories: Printing and filing required, Saved to SharePoint

Hi,

Please find attached the video script as requested.

Regards,

[REDACTED]

[REDACTED]

TWU **Carrying Australia** **Transport Workers Union of Australia**
Tony Sheldon National Secretary
2nd Floor, 388-390 Sussex St
Sydney NSW 2000

+61 2 8114 6500 +61 2 9261 5416
www.twu.com.au twu@twu.com.au

AV Script for video 1
17 January 2014

VIDEO	AUDIO
OPEN ON CLOSE UP OF BACK OF TRUCK LOOKING INTO CARGO AREA; ROLLER DOOR SLIDES DOWN SO THAT THE SCREEN IS BLACK	1. MUSIC WITH AN IMPENDING BUILD BEGINS; Road transport: Australia's most dangerous job. 330 truck-related deaths per year. 50 drivers killed in 2012. Drivers are 10 times more likely to be killed or injured at work than those in other jobs. Why?
WORDS FLASH UP IN WHITE FONT ON THE BLACK SCREEN AROUND CENTRALISED "PRESSURES ON DRIVERS"	2. Excessive hours Speed Skip breaks Overload Skip maintenance Unrealistic deadlines
	3. Higher pay for faster deliveries affects driver's safety decisions.
	4. When drivers are paid by the load, they're under pressure to drive whilst fatigued so that they can fit more loads into their day.
	5. When drivers are paid by the pallet, they're under pressure to overload the truck
	6. When drivers <u>are not</u> paid for every km they drive, or <u>are not</u> paid for waiting times, they're under pressure to speed to make up the difference.
55% of drivers feel pressure to skip breaks. 47% feel pressure to exceed safe driving hours. 37% feel pressure to exceed the speed limit. 33% feel pressure to carry overweight loads and 13% feel pressure to take stimulants	7. A 2012 industry survey of drivers found: 8. One in two drivers feel pressure to skip breaks or exceed safe driving hours One in three drivers are pressured to speed or carry overweight loads; and One in eight drivers feel pressure to take stimulants to stay awake behind the wheel.

AV Script for video 1
17 January 2014

VIDEO	AUDIO
	<p>9. The survey also found one in four drivers had to wait more than 10 hours a week for loading and unloading. One in three weren't paid for loading or unloading times.</p>
	<p>10. The Answer? In March 2012 the Australian Government created the Road Safety Remuneration Tribunal.</p>
	<p>11. The tribunal investigates the impact truck drivers' rates and conditions have on safety on our roads.</p>
	<p>12. When pay or conditions are unsafe, the Tribunal can make orders and decisions to fix the problem.</p>
	<p>13. An order might include better training, pay for waiting times and actions to relieve unfair commercial pressures on drivers.</p>
	<p>14. The Tribunal is there to help you. But it needs to hear from you about safety concerns and unfair pressure on driving.</p>
	<p>15. That's why it's vital the Tribunal hears from drivers, employers and other supply chain participants, to help it resolve disputes.</p>
	<p>16. If you're an owner-driver, the Tribunal also has unique powers to help you set safe rates and support collective agreements you reach with your hirers.</p>
	<p>17. If you're aware of safety issues in our industry or need help in delivering safe rates, the Tribunal needs to hear from you.</p>
<p>CLOSE SHOT OF COMPUTER SCREEN WEB ADDRESS BEING TYPED IN</p>	<p>18. For more information or to lodge a dispute or road safety remuneration order, go to the tribunal website – www.rsrt.gov.au</p>

AV Script for video 1
17 January 2014

VIDEO	AUDIO
CU IPHONE AS HAND SWIPES THROUGH VARIOUS SCREENS OF THE APP;	19. You can also use this app to stay up to date with the Tribunals' work. Check out the documents section on the website for the latest news and publications.
	20. Because road safety is everyone's responsibility.

end

[REDACTED]

From: [REDACTED]
Sent: Thursday, 5 June 2014 6:52 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: FWO feedback [SEC=UNCLASSIFIED]

UNCLASSIFIED

Hi [REDACTED]

Further to my email below, could you please arrange for someone to advise what the source/s of the statistics cited in the draft video transcript are (paragraphs 1, 6, 7 and 8) as soon as possible tomorrow? Given the timeframes, we would like to finalise our feedback for you to provide to Cutting Edge as soon as possible, but require this information before we can do so.

Kind regards

[REDACTED]
 [REDACTED]
 Operations Group
 Fair Work Ombudsman

A: GPO Box 9887, Melbourne, VIC 3000 | [REDACTED] 414 Latrobe Street, Melbourne, VIC 3000
 E: [REDACTED]

Fair Work Infoline: 13 13 94 www.fairwork.gov.au [subscribe to our eNewsletter](#)

We are always interested in your ideas as to how we can improve our services – please send any feedback to yourfeedback@fwo.gov.au



~Please consider the environment before printing this message~

From: [REDACTED]
Sent: Thursday, 5 June 2014 11:20 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: FWO feedback [SEC=UNCLASSIFIED]

UNCLASSIFIED

Hi [REDACTED]

Further to my conversation with [REDACTED] this morning, I confirm that we will send through our feedback on the draft poster, video and draft video transcript and revised podcast scripts shortly. We note that not all of the changes to the proposed podcast scripts requested in our emails of 30 May and 1 June have been made in the revised podcast scripts – we will include a summary of the changes still to be made in our feedback. We also note that we have not yet received the app structure for our review, and would appreciate an opportunity to review this as soon as it is available.

In the meantime, could you please advise what the source/s of the statistics cited in the draft video transcript are (paragraphs 1, 6, 7 and 8)?

Please let me know if you have any questions or would like to discuss.

Thanks and kind regards

[REDACTED]

[REDACTED]

Operations Group
Fair Work Ombudsman

T: [REDACTED]
A: GPO Box 9887, Melbourne, VIC 3000 | [REDACTED] 414 Latrobe Street, Melbourne, VIC 3000
E: [REDACTED]

Fair Work Infoline: 13 13 94 www.fairwork.gov.au [subscribe to our eNewsletter](#)

We are always interested in your ideas as to how we can improve our services – please send any feedback to yourfeedback@fwo.gov.au



~Please consider the environment before printing this message~

[REDACTED]

From: [REDACTED]
Sent: Friday, 6 June 2014 5:14 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: FWO feedback [SEC=UNCLASSIFIED]
Attachments: AV Script for video - final_17_01_2014 (2).docx

UNCLASSIFIED

Hi [REDACTED]

Please find set out below out feedback on each of the draft poster, video and draft video transcript and revised podcast scripts for your review and action. Thanks to [REDACTED] for sending through the source material along with the questions from Cutting Edge, which we have also answered below.

Draft poster

We acknowledge and agree with your comments that the poster:

- should be politically neutral
- should not refer to safe rates as a slogan – anywhere on the page
- should not feature the safe rates logo, and
- should direct its audience to the www.rsrt.gov.au and www.fairwork.gov.au/roadtransport rather than www.saferates.org.au.

Further, we add that the poster, like all of the resources developed under the contract for services, must be for educative purposes. To have educative value, the poster will need to provide some information about, for example, the road safety remuneration system, the road safety remuneration order or the app. For example, it would be useful for the poster to flag that the first order has been made, and that drivers can go to www.rsrt.gov.au and www.fairwork.gov.au/roadtransport for more information.

Video and draft video transcript

Please see the attached document containing our feedback.

Revised podcast scripts

We note that not all of the changes to the proposed podcast scripts requested in our emails of 30 May and 1 May have been made in the revised podcast scripts. A summary of the changes that still need to be made is set out below.

Script	Reference	Feedback
RSRT_SEG2	<p>8. Brisbane owner driver [REDACTED] is urging the industry to get behind the Tribunal</p> <p>[REDACTED] Grab F16</p> <p>Look overall, I think people are a bit sceptical. They agree that this is what we need, they agree that it sounds good but they haven't seen anything, ... But they do believe that it is a good thing if it's given time to work.</p> <p>What would you say to these people?</p> <p>I'd say get in behind people stand up for the tribunal, ... and let the tribunal have a chance to work.</p> <p>You think the tribunal is going to make the industry safer</p> <p>I think given the time it will you know, it's the same as everything even laws and that. When they put in new laws they've got to be given time to work and take effect. And I think the tribunal is no different. It's got to be given time to take effect and work.'</p>	<p>Please remove the rest of this section.</p>
RSRT_SEG3	<p>31. If you want to know more about the Road Safety Remuneration Tribunal's order...the Road Transport and Distribution and Long Distance Operations eadOperationsRad Safety Remuneration Order of 2014, go to the Tribunal's website at RSRT.gov.au. RSRT.gov.au</p>	<p>Please also refer to www.fairwork.gov.au/roadtransport.</p>
RSRT_SEG3	<p>33. In future the Tribunal will again seek industry participation as it considers what for many is the most critical question in road transport today establishing safe rates.</p>	<p>Please replace with the following:</p> <p>In future The Tribunal will again is currently seek working with industry participation as it talks on what for many is the most critical question in road transport today establishing safe rates.</p>
RSRT_SEG4	<p>Take [REDACTED] Grab R5</p> <p>I'd like to see it in operation I would like to see it given an opportunity to make sure it comes up with the right decisions and gives truckies the opportunities to participate in the process.</p>	<p>Please remove this section.</p>

RSRT_SEG4

15. And we can all keep abreast of tribunal activities by visiting their website at rsrt.gov.au.

Please also refer to www.fairwork.gov.au/roadtransport.

Questions from Cutting Edge

In response to the questions from Cutting Edge:

- The first order does not expressly contain any requirements relating to waiting times or loading/unloading times, whether in clause 9 – safe driving or elsewhere.
- We are happy with the proposed edit of [REDACTED] Grab F16, which may address our first comment in the table under ‘Revised podcast scripts’ above.

If you have any questions, please let me know. Otherwise, we look forward to reviewing the app structure and any further app content as soon as it is available. We would also like to review all of the above materials once our changes have been made.

Thanks and kind regards

[REDACTED]
 [REDACTED]
 Operations Group
 Fair Work Ombudsman

T: [REDACTED]
 A: GPO Box 9887 Melbourne, VIC 3000 || [REDACTED] 414 Latrobe Street, Melbourne, VIC 3000
 E: [REDACTED]

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AV Script for video 1
17 January 2014

VIDEO	AUDIO	
<p>OPEN ON CLOSE UP OF BACK OF TRUCK LOOKING INTO CARGO AREA; ROLLER DOOR SLIDES DOWN SO THAT THE SCREEN IS BLACK</p>	<p>1. MUSIC WITH AN IMPENDING BUILD BEGINS; Road transport: Australia's most dangerous job. 330 truck-related deaths per year. 50 drivers killed in 2012. Drivers are 10 times more likely to be killed or injured at work than those in other jobs. Why?</p>	<p>Comment [REDACTED]: Please remove paragraphs 1 – 9 We need to focus on the 'what' of the road safety remuneration system, Act, Tribunal and first order, rather than the 'why.'</p>
<p>WORDS FLASH UP IN WHITE FONT ON THE BLACK SCREEN AROUND CENTRALISED "PRESSURES ON DRIVERS"</p>	<p>2. Excessive hours Speed Skip breaks</p>	<p>Formatted: Not Highlight</p>
	<p>Overload Skip maintenance Unrealistic deadlines</p>	<p>Formatted: Highlight</p> <p>Formatted: Highlight</p>
	<p>3.2. Higher pay for faster deliveries affects driver's safety decisions.</p>	<p>Comment [REDACTED]: In particular, these paragraphs relate to rates of payment for drivers, which are currently under consideration by the Tribunal.</p>
	<p>4.3. When drivers are paid by the load, they're under pressure to drive whilst fatigued so that they can fit more loads into their day.</p>	
	<p>5.4. When drivers are paid by the pallet, they're under pressure to overload the truck</p>	
	<p>6.5. When drivers are not paid for every km they drive, or are not paid for waiting times, they're under pressure to speed to make up the difference.</p>	
<p>55% of drivers feel pressure to skip breaks. 47% feel pressure to exceed safe driving hours. 37% feel pressure to exceed the speed limit. 33% feel pressure to carry overweight loads and 13% feel pressure to take stimulants</p>	<p>7.6. A 2012 industry survey of drivers found: 8. One in two drivers feel pressure to skip breaks or exceed safe driving hours One in three drivers are pressured to speed or carry overweight loads; and One in eight drivers feel pressure to take stimulants to stay awake behind the wheel.</p>	<p>Formatted: List Paragraph, Indent Left: 0.56 cm</p>

AV Script for video 1
17 January 2014

VIDEO	AUDIO
	<p>9. The survey also found one in four drivers had to wait more than 10 hours a week for loading and unloading.</p> <p>One in three weren't paid for loading or unloading times.</p>
	<p>10. The Answer?</p> <p>In March 2012 the Australian Government created the Road Safety Remuneration Tribunal.</p>
	<p>11.7. The tribunal investigates the impact truck drivers' rates and conditions have on safety on our roads.</p>
	<p>12.8. When pay or conditions are unsafe, the Tribunal can make orders and decisions to fix the problem.</p>
	<p>13.9. An order might include better training, pay for waiting times and actions to relieve unfair commercial pressures on drivers.</p>
	<p>14.10. The Tribunal is there to help you. But it needs to hear from you about safety concerns and unfair pressure on driving.</p>
	<p>15.11. That's why it's vital the Tribunal hears from drivers, employers and other supply chain participants, to help it resolve disputes.</p>
	<p>16.12. If you're an owner-driver, the Tribunal also has unique powers to help you set safe rates and support collective agreements you reach with your hirers.</p>
	<p>17.13. If you're aware of safety issues in our industry or need help in delivering safe rates, the Tribunal needs to hear from you.</p>
<p>CLOSE SHOT OF COMPUTER SCREEN WEB ADDRESS BEING TYPED IN</p>	<p>18.14. For more information or to lodge a dispute or road safety remuneration order, go to the tribunal website – www.rsrt.gov.au</p>

Comment [REDACTED]: Can we please refer to the current order having been made, as this makes it sound like no order has been made yet. Can we please also cover some more of the current order's features – eg. payment times, safe driving plans, written contracts, training etc.

Comment [REDACTED]: The current order doesn't do this.

Comment [REDACTED]: Please also refer to www.fairwork.gov.au/roadtransport.

AV Script for video 1
17 January 2014

VIDEO	AUDIO
CU IPHONE AS HAND SWIPES THROUGH VARIOUS SCREENS OF THE APP;	19-15. You can also use this app to stay up to date with the Tribunals' work. Check out the documents section on the website for the latest news and publications.
	20-16. Because road safety is everyone's responsibility.

end

Comment [REDACTED]: In the on-screen text, there is a typo - it says 'everyones' rather than 'everyone's.'

From: [REDACTED]
 Sent: Friday, 6 June 2014 12:40 PM
 To: [REDACTED]
 Cc: [REDACTED]
 Subject: Video Script Statistic sources

Categories: Printing and filing required, Saved to SharePoint

Hi [REDACTED]

Please find below the sources for the statistics mentioned in the video.

Para 1:

- **330 truck-related deaths per year source:** Wright, L. and Quinlan, M., National Transport Commission 'Safe Payments – Addressing the Underlying Causes of Unsafe Practices in the Road Transport Industry' report, October 2008, p.5. TAKEN FROM National Road Transport Commission, 'National Heavy Vehicle Safety Strategy 2003-2010', 2003, p.4 TAKEN FROM ATSB FCD 1999.
- **50 drivers killed in 2012 source:** "Around 50 truck drivers are killed each year with 28 other workers killed in incidents involving trucks." - Safe Work Australia 'Work-Related Fatalities Involving Trucks, Australia, 2003 to 2012', May 2014, p. V.
- **Drivers are 10 times more likely to be killed or injured at work than those in other jobs source:** "The road freight transport sector recorded 33 worker fatalities per 100 000 workers, eleven times the all industries rate and nearly three times the rate for the industry as a whole. This has actually gone up slightly from the previous period where it was 10 times higher than the industry rate." - Safe Work Australia, 'Compendium of Workers Compensation Statistics Australia 2009-10'.

Para 6:

When drivers are not paid for every km they drive, or are not paid for waiting times, they're under pressure to speed to make up the difference source:

The following academic studies illustrate the link between remuneration and safety on which this statistic is based:

- The Effects of Truck Driver Wages and Working Conditions on Highway Safety: A Case Study: An academic study by Michael Belzer that shows the link between truck driver wages and working conditions on road safety.
- Long Distance Truck Drivers: On road performance and economic reward: A study into how underlying factors such as rates of pay influence truck driver's behaviour on the road.
- Beyond the Midnight Oil: An inquiry into managing fatigue in transport: The Australian Government inquiry into fatigue management in transport.
- Economic pressure, multi-tiered subcontracting and occupational health and safety in Australian long-haul trucking: Michael Quinlan's academic report into the impact of economic pressure on truck driver's workplace health and safety.

Para 7 & 8:

The statistics are based on the *2012 Safe Rates Survey* conducted by the Transport Workers' Union. They have been slightly modified to read as follows:

43% of drivers feel pressure to skip breaks. 30% feel pressure to exceed safe driving hours. 27% feel pressure to exceed the speed limit. 26% feel pressure to carry overweight loads and 9% feel pressure to take stimulants.

A 2012 industry survey of drivers found:

One in two drivers feel pressure to skip breaks or exceed safe driving hours;

One in three drivers are pressured to speed or carry overweight loads; and

One in ten drivers feel pressure to take stimulants to stay awake behind the wheel.

Thanks,



TWU Carrying Australia
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Tony Sheldon National Secretary
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[Redacted]

From: [Redacted]
Sent: Friday, 6 June 2014 1:26 PM
To: [Redacted]
Cc: [Redacted]
Subject: FW: re Safe Rates Podcasts

Hi [Redacted],

Just passing on a couple of questions from Cutting Edge:

RSRT_SEG3; PARAGRAPH 19: Are waiting times recognised as part of the safe driving? We know that there is no payment regulations specified, but we're not sure if waiting time is part of a safe driving plan?

SEG; [Redacted] Grab F16: (in response to the moderator's question: Brisbane owner driver [Redacted] is urging the industry to get behind the Tribunal) we'd like to edit [Redacted] response to read: "I think people agree that this is what we need. They do believe that it is a good thing. "

We'd just to clarify that one of the things we're trying to accomplish with the podcasts is to encourage support for and contact with the FWO/RSRT...

[Redacted]

CUTTINGEDGE Brisbane, Sydney

T + [Redacted]

E [Redacted] | W www.cuttingedge.com.au

[Redacted]

T W U Carrying Australia Transport Workers Union of Australia
Tony Sheldon National Secretary
2nd Floor, 388-390 Sussex St
Sydney NSW 2000

+61 2 8114 6500 +61 2 9261 5416
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From: [Redacted]
Date: Friday, 6 June 2014 8:56 AM
To: [Redacted]
Subject: re Safe Rates Podcasts

Hi Louise,

I had a meeting with [Redacted] and had a couple of questions - can you pass them onto the FWO for us.

RSRT_SEG3; PARAGRAPH 19: Are waiting times recognised as part of the safe driving? We know that there is no payment regulations specified, but we're not sure if waiting time is part of a safe driving plan?

SEG; [REDACTED] Grab F16: (in response to the moderator's question: Brisbane owner driver [REDACTED] is urging the industry to get behind the Tribunal) awe'd like to edit [REDACTED] response to read: "I think people agree that this is what we need. They do believe that it is a good thing. "

We'd just to clarify that one of the things we're trying to accomplish with the podcasts is to encourage support for and contact with the FWO/RSRT... we'd also like make sure that the podcasts - we will of course deliver what they ask for, but we feel it's our responsibility to raise flags and make suggestions that we think will improve the final outcome.

[REDACTED]

CUTTINGEDGE Brisbane, Sydney

T [REDACTED]

E [REDACTED] | W www.cuttingedge.com.au



[REDACTED]

From: [REDACTED]
Sent: Tuesday, 10 June 2014 12:47 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: FWO feedback [SEC=UNCLASSIFIED]

Hi,

Thanks for these. The consultant is working on these now.

Regards,

[REDACTED]

[REDACTED]

TWU Carrying Australia Transport Workers Union of Australia
 Tony Sheldon National Secretary
 2nd Floor, 388-390 Sussex St
 Sydney NSW 2000
 +61 2 8114 6500 +61 2 9261 5416
 www.twu.com.au twu@twu.com.au

From: [REDACTED]
Date: Friday, 6 June 2014 5:13 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: FWO feedback [SEC=UNCLASSIFIED]

UNCLASSIFIED

Hi [REDACTED]

Please find set out below out feedback on each of the draft poster, video and draft video transcript and revised podcast scripts for your review and action. Thanks to [REDACTED] for sending through the source material along with the questions from Cutting Edge, which we have also answered below.

Draft poster

We acknowledge and agree with your comments that the poster:

- should be politically neutral
- should not refer to safe rates as a slogan – anywhere on the page
- should not feature the safe rates logo, and
- should direct its audience to the www.rsrt.gov.au and www.fairwork.gov.au/roadtransport rather than www.saferates.org.au.

Further, we add that the poster, like all of the resources developed under the contract for services, must be for educative purposes. To have educative value, the poster will need to provide some information about, for example, the road safety remuneration system, the road safety remuneration order or the app. For example, it would be

useful for the poster to flag that the first order has been made, and that drivers can go to www.rsrt.gov.au and www.fairwork.gov.au/roadtransport for more information.

Video and draft video transcript

Please see the attached document containing our feedback.

Revised podcast scripts

We note that not all of the changes to the proposed podcast scripts requested in our emails of 30 May and 1 May have been made in the revised podcast scripts. A summary of the changes that still need to be made is set out below.

Script	Reference
RSRT_SEG2	<p>8. Brisbane owner driver [REDACTED] is urging the industry to get behind the Tribunal</p> <p>[REDACTED] Grab F16</p> <p>'Look overall, I think people are a bit sceptical. They agree that this is what we need, they agree that it sounds good. I've seen anything, ... But they do believe that it is a good thing if it's given time to work.</p> <p>What would you say to those people?</p> <p>I'd say get in behind people stand up for the tribunal, ... and let the tribunal have a chance to work.</p> <p>You think the tribunal is going to make the industry safer</p> <p>I think given the time it will you know, it's the same as everything even laws and that. When they put in new laws given time to work and take effect. And I think the tribunal is no different. It's got to be given time to take effect and</p>
RSRT_SEG3	31. If you want to know more about the Road Safety Remuneration Tribunal's order...the Road Transport and Distance Operations Road Operations Road Safety Remuneration Order of 2014, go to the Tribunal's website at RSI
RSRT_SEG3	33. In future the Tribunal will again seek industry participation as it considers what for many is the most critical transport today..... establishing safe rates.
RSRT_SEG4	<p>Take [REDACTED] Grab R5</p> <p>I'd like to see it in operation I would like to see it given an opportunity to make sure it comes up with the right conditions for truckies the opportunities to participate in the process.</p>
RSRT_SEG4	15. And we can all keep abreast of tribunal activities by visiting their website at rsrt.gov.au .

Questions from Cutting Edge

In response to the questions from Cutting Edge:

- The first order does not expressly contain any requirements relating to waiting times or loading/unloading times, whether in clause 9 – safe driving or elsewhere.
- We are happy with the proposed edit of [REDACTED] Grab F16, which may address our first comment in the table under 'Revised podcast scripts' above.

If you have any questions, please let me know. Otherwise, we look forward to reviewing the app structure and any further app content as soon as it is available. We would also like to review all of the above materials once our changes have been made.

Thanks and kind regards

[REDACTED]
[REDACTED]
Operations Group
Fair Work Ombudsman

T: [REDACTED]
A: GPO Box 9887, Melbourne, VIC 3000 | [REDACTED] 414 Latrobe Street, Melbourne, VIC 3000
E: [REDACTED]

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[Redacted]

From: [Redacted]
Sent: Friday, 20 June 2014 10:09 AM
To: [Redacted]
Cc: [Redacted]
Subject: A/V script for app
Attachments: 2014_06_19_video - final_changes_accepted.docx

Hi [Redacted]

Please find attached updated A/V script. Can you please confirm the attached is what you were after? If you have no further changes, CuttingEdge will begin work editing the actual video.

Thanks,

[Redacted]

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AV Script – RSRT
19 June 2014

VIDEO	AUDIO
	1. In March 2012 the Australian Government created the Road Safety Remuneration Tribunal.
	2. The tribunal investigates the impact truck drivers' rates and conditions have on safety on our roads.
	3. When pay or conditions are unsafe, the Tribunal can make orders and decisions to fix the problem, as they have in their first order which sets out payment times, and mandates safe driving plans, written contracts and a range of training that drivers must be given.
	4. The Road Safety Remuneration Tribunal will continue to study other actions that can help to relieve unfair commercial pressures on drivers.
	5. The Tribunal is there to help you. But it needs to hear from you about safety concerns and unfair pressure on driving.
	6. That's why it's vital the Tribunal hears from drivers, employers and other supply chain participants, to help it resolve disputes.
	7. If you're an owner-driver, the Tribunal also has unique powers to help you set safe rates and support collective agreements you reach with your hirers.
	8. If you're aware of safety issues in our industry or need help in delivering safe rates, the Tribunal needs to hear from you.

VIDEO	AUDIO
CLOSE SHOT OF COMPUTER SCREEN WEB ADDRESS BEING TYPED IN	9. For more information or to lodge a dispute or road safety remuneration order, go to the tribunal website – www.rsrt.gov.au or www.fairwork.gov.au/roadtransport
CU IPHONE AS HAND SWIPES THROUGH VARIOUS SCREENS OF THE APP;	10. You can also use this app to stay up to date with the Tribunals' work. Check out the documents section on the website for the latest news and publications.
	11. Because road safety is everyone's responsibility.

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