

From: [REDACTED]
Sent: Monday, 23 June 2014 3:02 PM
To: [REDACTED]
Subject: [REDACTED] odcast [DLM=For-Official-Use-Only]
Attachments: RSRT_SEG1_V4A.docx; RSRT_SEG2_V4A.doc; RSRT_SEG3_V4A.docx; RSRT_SEG4_V4A.docx

For Official Use Only

FYI – I'll send through my consolidated feedback shortly.

Cheers

[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~

From: [REDACTED]
Sent: Monday, 23 June 2014 12:21 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: final scripts for podcast

Hi [REDACTED]

Please find revised podcast scripts attached. Please let me know if you are happy that all the changes you requested have been made.

Thanks,

[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

The information contained in this message may be confidential and may also be the subject of legal professional privilege. If you are not the intended recipient, any use, disclosure or copying of this document or any attachments is unauthorised. If you have received this message in error, please advise the sender immediately and delete it. We have taken precautions to minimise the risk of transmitting software viruses, but you are advised to carry out your own virus checks on any part of this message including any attachments. We cannot accept liability for any loss or damage caused by software viruses.

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</p> <p>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. [REDACTED] believes that in fact the tribunal can effectively resolve many industry disputes.</p>	

STUDIO HOST	GUEST INTERVIEW
	<p>Take [REDACTED] 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
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>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>	
7.	<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>

STUDIO HOST	GUEST INTERVIEW
<p>8. 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>9. On May 1st, 2014, the Road Safety Remuneration Tribunal's first major order came into force.</p>	
<p>10. The Road Transport and Distribution and Long Distance Operations Road Safety Remuneration Order 2014</p> <p>11. 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>12. The resulting Remuneration Order is a major leap forward.</p> <p>13. 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>14. Work contracts now must be in writing, and drivers must have a safe driving plan for each trip.</p> <p>15. 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>16. 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>17.</p>	
<p>18. The first item in the Tribunal's first remuneration order addresses that payment issue.</p> <p>19. 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>20. Timely payment will make life easier for many.</p> <p>21. 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>22. 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>23. Or it will set out any guaranteed minimum income level for the driver.</p> <p>24. And there has to be a contract review at least annually.</p>	
<p>25. 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>26. Some thing that drivers say is not uncommon in the industry.</p>	
<p>27.</p>	<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>28. That was [REDACTED] who today owns and operates her own road train in northwest Australia's mining areas</p> <p>29. 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>30. 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
31. Guaranteed prompt payments and written contracts will make a significant difference for many road transport drivers.	
<p>32. 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>33. That's next time.</p> <p>34. 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>35. 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 or go to www.fairwork.gov.au slash roadtransport.</p>	
<p>28. Arriving at the contents of that order, the Tribunal went through a prolonged process of industry consultation.</p> <p>29. The Tribunal is currently working with industry on 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] 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 is \$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
<p>1. ANNOUNCER: INTRO:</p>	
	<p>Take [REDACTED] Grab 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 national talkback radio host [REDACTED] himself a former truck driver, talking 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>REMOVED</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] Grab 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. This [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 or www.fairwork.gov.au slash roadtransport.</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 [REDACTED] [REDACTED] 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: Tuesday, 24 June 2014 2:57 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Fair Work Ombudsman - Feedback on safe rates app [SEC=UNCLASSIFIED]
Attachments: IMG_0086.png; IMG_0087.png

UNCLASSIFIED

Hi [REDACTED]

Further to your recent emails, and to my email yesterday morning providing feedback on the video transcript, please find attached our feedback on the app, revised poster and revised podcast scripts.

Feedback on app

My understanding from my conversation with [REDACTED] yesterday morning is that the audio, video, news and document content in the app is still placeholder content. As a result we have not reviewed this content, although we reiterate our earlier feedback that all content must be politically neutral, and must solely be for educative purposes. We will also need to review the actual news and document content as soon as possible and prior to its finalisation, along with any other content that will be included in the app that we have not yet had the opportunity to review.

Our feedback on the app itself is as follows:

- The landing page (see attached IMG_0086) has four pages, but the same message is repeated each time.
- There seems to be no way of returning to the landing page except for completing closing down the app.
- The 'About' page (see attached IMG_0087) is currently about the safe rates campaign, rather than the road safety remuneration system, the road safety remuneration order, or the Road Safety Remuneration Tribunal. It also uses highly politicised language – eg. 'battle,' 'our fight' etc. As noted above, all content must be politically neutral, and solely for educative purposes. Please redraft this content so that it educates truck drivers about the road safety remuneration system and the road safety remuneration order and links to www.rsrt.gov.au and fairwork.gov.au/roadtransport. We will need to review this content again, once redrafted.
- The 'About' page looks like it has links to Facebook, Twitter etc, however these are partially hidden behind the silhouettes of the workers. This page doesn't scroll down so these links can be accessed.
- There is an email link hidden behind the silhouettes on the 'About' page, which opens an email to example@email.com – should this be a specific email address?
- The tyre mark in the background of all the pages is very faint.
- The entire app won't rotate to landscape.

Feedback on revised poster

The revised poster still refers to 'Safe rates save lives' as a slogan.

We draw your attention to our previous feedback that the poster should be politically neutral, and should not refer to safe rates as a slogan. Perhaps the poster could instead direct truck drivers to 'find out about safe rates,' and also direct drivers to download the safe rates app.

Please redraft the poster heading so that it does not refer to safe rates as a slogan. We will also need to review the poster again, once redrafted.

Revised podcast scripts

The revised podcast scripts are fine.

Extension letter

Could you please also liaise with [REDACTED] and arrange for the extension letter that I sent through on 16 June to be signed and forwarded to me as soon as possible – this is important to ensure that the extension is effected in accordance with the terms of the contract.

Please don't hesitate to call me if you have any questions.

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~

About

Join the battle for Safe Rates

Together, our fight for Safe Rates is a fight to make sure that every truckie on our roads:

1.

Is behind the wheel of a well-maintained vehicle.

2.

Isn't pressured to meet impossible deadlines.

3.

Won't have to risk falling asleep just to make a living.

But we can't do it without you

Spread the word, and get involved in the campaign for Safe Rates, Aussie lives depend on it



Audio



Video



News



About

Share this



TRUCK DRIVERS ARE THE BACKBONE OF AUSTRALIA.

Without truck drivers, there would be no food on our supermarket shelves, no construction materials available to builders, and no petrol at the pumps.