

2025 SARTA CONFERENCE – Session 3 – QUESTIONS for LEVELLING THE PLAYING FIELD

- Multiple groups / agencies / government departments all involved in regulating every single aspect of the transport industry yet not a single one regulates how companies engage transport companies
- You emphasise Safety but some of the fines issued to drivers are just nit picking and come back to revenue raising
- Regarding incidents with suicide by truck where costs are recovered by CTP avenues how are those adjustments given back to an employer for claims that been incurred. How can an employer understand if this has been reimbursed or not?
- Why cant there be different industry rates for transport ie: lower rate for office & yard workers.
- They are NOT as high risk as Drivers
- Why do the big supply chain customers keep getting away with engaging operators that aren't compliant because they offer the cheapest price
- Commercial operators using primary producer registration - it is rife within industry.
- The cost of business to be fully compliant i.e permit costs etc vs competitors that aren't compliant and they aren't branded or reputable they actually don't get the constant interception as compliant companies do
- Abuse of Dama process demanding employees pay cash
- The higher costs and longer delays of HV inspections for rural/remote operators.
- Paying subcontractors lower Fuel Levies than the Customer is charged; creaming off the top.
- Paying subcontractors unprofitable rates to win work
- Using unmarked white trucks to avoid complaints and dobbing in.
- Undercutting by Using ABN drivers to avoid paying Super, Workcover, Payroll Tax, Leave and correct wages
- Illegal or Unsafe Operations; speeding, fatigue breaches, going off approved routes.
- Operators Without Depots Using Streets for Maintenance, Loading, Assembling Configurations and Parking