

The debate on driving hours between the road transport industry and Government will never be resolved, and the difference of opinion from one operator to another will never find common ground, for that reason Government and Bureaucracy has taken it on themselves to do it for us, therein lays the problem.

Fatigue is not specific to just truck drivers it affects all motor vehicle drivers and can have devastating results affecting all road users, for that reason we do need a regulated system for all motorist cars and trucks alike.

Precise and regimented driving hours without flexibility has placed undue stress and pressure on drivers who feel trapped by a system that punishes them for trying to do their job and tests their ability to remain law abiding citizens.

The speed factor referred to by the NTI study relates to drivers trying to make up for lost time that is outside their control, this places pressure on the driver to abide by driving hours requirements and still meet their deadlines.

The new fatigue laws are so complicated and open to interpretation that the majority of drivers and enforcement officers are struggling to understand them.

I believe that National Transport Insurance (NTI) have got it right, I also believe that a strict and regimented driving hours regime has killed more drivers than it has saved, with forty years of road train experience I feel I can make that statement with confidence, a happy and relaxed driver is a safe driver, we need to work towards that goal.

Mick Pattel

National Road Freighters Association Inc