



AUSTRALIAN TRUCKING FAMILIES IN

A National Study into the Continued Economic and Social Viability of Owner Operators and Small Fleet Owners in Remote, Rural and Regional Australia and the subsequent impact on Australia's total financial and social well-being.

OVERVIEW**CRISIS****The top three
Recommendations**

OVERVIEW

Wherever there are people, businesses and roads there is a need for the road transport industry.

In rural areas where it is not financially viable for the multi-nationals to operate, and no rail exists, there is a 100% dependency on owner drivers and small fleet owners. All Governments have a fiscal obligation to ensure road transport in these areas can operate efficiently and cost effectively.

The well-being of the trucking industry can literally be used as a barometer in determining the well-being of local economies and indeed, Australia's future economic growth.

It is crucial that all Governments immediately assess the impact of road transport policy on small transport businesses from both social and economic perspectives thus ensuring that a cohesive approach between jurisdictions is mandatory in both policy development and implementation. To that end, Transport Women Australia Limited has constructed ten recommendations of which the top three priorities are;

RECOMMENDATIONS

1. A NATIONAL FRAMEWORK

That the Federal Government take responsibility for governance of the national road transport industry by developing a sensible, achievable and practical National Framework on road transport regulation, divorced from the complexities of the existing inconsistencies, that sets the parameters under which each State and Territory would be obliged to comply and regulate.

2. REVIEW ON DIESEL COSTS AND CLAIM PROCEDURES

That the Federal Government immediately undertakes a review of the economic and social impact of the cost of diesel to trucking businesses including a comprehensive assessment into the consequences of removing the Diesel Grants Scheme in favour of claims being done through the Business Activity Statement on a quarterly basis from July 2006.

3. A MANDATORY MINIMUM SCHEDULE OF RATES

That Federal Government work with all stake-holders of the road transport industry in developing a fixed and mandatory minimum Schedule of Rates that is inclusive of time frames for specific distances and journeys and contains criteria for regularity of payments to subcontractors by prime-contractors and big customers.

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