

**Submission
No 12**

**INQUIRY INTO HEAVY VEHICLE SAFETY AND USE
OF TECHNOLOGY TO IMPROVE ROAD SAFETY**

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At lot can be done for truck driver fatigue. Number 1 on the list is to make independent cooling for truck cabins mandatory. There is nothing like stopping on a 40c day and having a mandatory 7 hour break, and the cabin of the truck has no cooling. So the driver has showed he had a break but he got no rest because his cabin interior was about 55c. Myself personally I believe interpendant refigerated cooling should be mandatory. But the cost is expensive. The water cooled evaporate coolers are ok up to about 35c outside temperature. Also the lack of parking areas, especially with any shade, is lacking. And truck rest areas are not policed. I actually got fined for going 15 minutes over my time because the parking area I planned to use was full, with more caravans than trucks. So in their wisdom the RMS fined me for going to the next parking area. Number 2 the total length of vehicles needs to not include the prime mover. Have a look at some prime movers in America. They are like a house inside, and I bet those drivers get a good rest. Number 3 parking in any city. Most built up areas only allow parking for 1 hour. How do we have a 7 hour break when we have to move the truck every hour or face a fine. Number 4 work diary. This needs to be overhauled. Where is it fair a driver is fined more than a drink driver because he forgot to tick a box, or made a error totalling his hours