

24th September 2013

Howard Hobbs MP
Chair
Transport, Housing and Local Government Committee
Parliament House
George Street
Brisbane Qld 4000

Your Ref: CYC_130912_03

Dear Howard

Re: Inquiry into Cycling Issues

I write to provide a brief response to the Transport Housing and Local Government Committee, Inquiry into Cycling Issues.

I am unable to accept the invitation to appear before your Committee on the 1st October 2013 due to prior commitments.

My submission takes the form of some general comments without necessarily specifically addressing the dot points (Terms of Reference) in the email dated 12th September 2013.

I am familiar with the presentation to your Committee by the Department of Transport and Main Roads. I support in general the Department's submissions.

The Queensland Trucking Association Ltd is the pre-eminent spokesgroup of heavy vehicle operators involved in the delivery of the Hire and Reward freight task. The freight task is critically important to the Queensland economy and the Queensland community and already operators under a range of parameters imposed by Road Law.

For further detail of the freight task and the important role of the heavy vehicle industry I refer you to the following:

- The *Draft Moving Freight Strategy* shortly to be endorsed and released by Government. The Minister for Transport and Main Roads held a meeting of key stakeholders on the 18th July 2013 and sought detailed submissions/responses from key stakeholders.
- The *Queensland Road Safety Action Plan 2013/15*, in particular those elements which have a direct impact on heavy vehicle safety. My Association is engaged with the Department of Transport and Main Roads to further develop activities and strategies designed to deliver heavy vehicle safety outcomes.
- The Australian Trucking Association recently released a report titled - [*Future Strategy for Road Supply & Charging*](#) which can be accessed via the link embedded in the title of the report. This document was prepared by and reflects the views of PricewaterhouseCoopers. Its primary function is to address the issues of heavy vehicle charging and road pricing. You may find this document valuable in understanding the demographics of our industry and the challenge of finding a balance between road pricing (registration charges and fuel excise) and supply side reform (road funding).

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My Association has a very firm view that we need to participate as an industry with the community in the reduction of road crashes and fatalities. It is our view that a significant component of actions to be taken include education of the community and more broadly all road users including cyclists in *Sharing the Road with Heavy Vehicles*.

It is our considered view that your Committee not recommend solutions in relation to cyclists safety which would make it even harder to manage safety outcomes for heavy vehicles, light commercial vehicles and other road users. An example of such policy failure was the trial introduction of confining heavy vehicles to a single lane (the left hand lane) on the Brisbane Urban Corridor three years ago. This so called solution was un-enforceable from a policing perspective, created significant risks for motorists turning into or out of access on the left hand side of those roads which make up the Brisbane Urban Corridor e.g. Mt Gravatt-Capalaba and Kessels Roads.

In our view any considerations and recommendations of your Committee must be enforceable, must be practicable and must not impede the efficiency, productivity and safety of all other road users in particular the heavy vehicle/freight industry.

Summary

I trust that these few comments assist your Committee, provide insight into the heavy vehicle industry and the freight task and direct you to a number of documents to assist in that regard.

Yours Sincerely



Peter Garske
Chief Executive Officer