

## Submission 4 – RVS Legislation Consultation

Monday, 15 January 2018

To whom it may concern,

RE: Removal of the NC (heavy vehicle category) regarding vehicle imports

JMT Trucking Pty Ltd has been operating since 2013. When we began operations we invested in a 379 Peterbilt which was converted by Frank Chrystie at Vulcan Motors Pty Ltd. This truck met our needs in so many ways that we have further invested in another 4 brand new Peterbilt's from Truckworks in Adelaide since.

Over the course of time we have also been supporting Truckworks, Vulcan Motors & Retruck in getting repairs, maintenance and spare parts. These are companies that solely rely on income from Peterbilt's.

There is a significant tare weight reduction almost 2 to 3 tonnes lighter than the equivalent Kenworth which increases productivity dramatically. It's hard to find anything in the industry with the tare weight similar to this that has the build quality and reliability of a Peterbilt.

Although the equipment is used commercially to generate income my preference for Peterbilt's is more of a passion. Given this, the trucks are regarded as more than just a piece of equipment. The level of maintenance and upkeep is of a high standard and nothing goes untouched as we feel they are the "Rolls Royce" of trucks and our attention to detail is probably more than most fleets running on the Australian roads.

The focus of the NHVR and police has always been safety and fatigue. It perplexes me how a 36 inch sleeper which provides a bed less than the size of a child's bed can be sufficient space for rest. As there are length restrictions in Australia on both trailers & truck the industry places more focus on pallet space rather than sleeper space. The trucks available in the Australian market reflect this. However, I value the safety, comfort and fatigue of my drivers and have sacrificed trailer length and payload to provide them with 80inch sleepers. There is nothing of that size available at all on the Australian market.

The US heavy vehicle industry has typically always been 4-6years ahead of Australia in truck emissions and technologies. To date the new Peterbilt's have EURO 6 rated engines and are more fuel efficient. This is another reason why I would prefer to buy the Peterbilt's as I want to be an industry leader with up to date or advanced emissions and technologies in my vehicles.

We would like clarification that the alterations in the motor vehicle standards act will effect only old trucks of a certain age or all MC class trucks? If it does effect new trucks what is the reason for this decision if these trucks have higher emission and technologies than those here in Australia?

Regards,  
James Thompson  
JMT Trucking Pty Ltd