

**From:** [Office of Road Safety](#)  
**To:** [RoadSafetyStrategy](#)  
**Subject:** FW: Comments on National Road Strategy2021-30 [SEC=OFFICIAL]  
**Date:** Wednesday, 24 February 2021 12:32:54 PM

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**From:** Dave McCoy <[REDACTED]>  
**Sent:** Wednesday, 24 February 2021 12:21 PM  
**To:** Office of Road Safety <officeofroadsafety@infrastructure.gov.au>  
**Subject:** Comments on National Road Strategy2021-30

As a frustrated compliance manager for 30 years, I read the draft and I felt I had read it before, many years ago but that may just be my own experience in this industry.

There are a few areas/suggestions that don't seem to be covered in the draft and they are;

1. When the police/RMS do a joint operation on drug and alcohol detection at say, Marulan, they detect around 2-3% of drivers under the influence and then pack up and leave, heralding the operation a success. What would 2-3% of the total number of drivers be, even just in NSW? I think their sample last time round was around 100 drivers.....so, to compliment our own D&A policy efforts, why cant we have a more permanent system of random D&A testing at the likes of Mt White? Or, simply have a blitz more often? I prefer the permanent option, everyone gets tested eventually.
2. I simply cannot overestimate the affect that some of the larger customers have on fatigue, in spite of our glorious COR laws. They are a law unto themselves and if we arnt prepared to be mucked around on site for up to 7 hours getting loaded, then we should give up the work. I thought there would be consultation between operational staff, both ours and theres, when theres going to be considerable delay.....there isn't and I can tell you there never will be.....Surely, theres a way to audit their dispatch systems to COR and have them also accredited.
3. I am constantly audited on COR by Linfox, when they ask what I do to prevent fatigue related incidents caused by delays, I just sigh in frustration. I show them the emails to Linfox compliance managers that go unanswered....Its pointless to complain, just cop it and manage the fatigue however you can.
4. A driver will have a 7 hour break, then attend a large customer and sit and wait for up to another 7, despite given a timeslot and theres no where to go with that.....They all have their fancy policies that tick all the boxes and don't get me started on their individual inductions online.....absolute rubbish.....
5. So what of the future, are we doing enough to make Transport and Logistics a career path, akin to an apprenticeship? Certainly not, plenty of hot air to date.....

I could go on but Im only frustrating myself again.....

**Dave McCoy**

**HR/Compliance Manager**

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