

## **Review of General Tariff Arrangements**

### **Productivity Commission**

*Written Submission*

We as a company are greatly concerned with haste in, which the government is pushing towards zero tariffs. The impact of this proposal to the Australian manufacture considering the Federal Office of Road Safety demand testing of Heavy Duty Road Transport Components to a criteria that is not requested in any other country in the world.

In fact the recent push for manufacturers to have air suspension on both trucks and trailers to meet new mass management laws will see the sales for this investment dissolve in 12months period should zero tariffs be introduced?

I might add manufacturers where only given six months to meet the new test requirements for Mass Management. We as a company have invested over \$200,000 to test componentry to Australian Standards over the last 18 months.

We must not loose sight of the fact that Australia has lead the world in the area of heavy transport which is evident by the number of major companies that have successfully set up in very competitive markets around the world using Australian innovation.

This innovation has been the result of a difficult environment and the close liaison between manufacturers and operators take this away and you will deny us the opportunity to maintain that edge.

Australia's Truck requirements on world standards are very small. We all know how little thought and consideration will go into our product requirements if the total production for Australia in (1) year is made before lunch one day a year.

This may sound like a tall story but if you have ever requested on an over sea's company to meet your special needs the reply is... We don't change standard production for small volumes.

Australia's transport is in front of the wave don't drop us into the whirlpool.

Holland Hitch (Aust.) Pty. Ltd.

Graham S. Wilson

Marketing Manager