

AGENDA AND NOTES

STATE COMMITTEE MEETINGS

July 2023

1. MEETING OPENING 1.1 Welcome, attendance and apologies 1.2 Trade Practices Protocol	9:00am
2. HVIA NATIONAL UPDATE 2.1 CEO Report	9:05am
3. GOVERNMENT ADVOCACY 3.1 Heavy vehicle width update 3.2 NTC update <ul style="list-style-type: none"> • HVNL review update • NTC “National Transport Conversation” overview 3.3 Performance Based Standards update	9:15am
4. TECHNICAL ITEMS 4.1 VSB 6 implementation update 4.2 Coupling testing project update 4.3 General items – PBS Portal and CLOCS-A scheme	10:15am
6. EVENTS 6.1 Brisbane Truck Show wrap-up 6.2 Road Boss	11:00am
7. WORKFORCE DEVELOPMENT 7.1 HVIA Training Initiatives	11:15am
8. Department of Infrastructure – ROVER feedback and RVSA review	11:30am

MEETING NOTES

1. MEETING OPENING

1.1 Welcome, attendance, and apologies

1.2 Trade Practices Protocol

Attendees of previous State Committee Meetings will be aware of this before but if you haven't seen it or can't remember what it is all about, please familiarise yourself with it.

All businesses have responsibilities under the Australian Competition and Consumer Act to avoid anti-competitive behaviour. The protocol outlines the requirements under the Act and the steps HVIA takes to discharge its responsibilities including making this protocol available, keeping an attendance list, which If you haven't already signed, please do so now.

2. HVIA NATIONAL UPDATE

2.1 CEO Report

Welcome to the second meeting of 2023. Obviously since, the last time we met in this forum the major talking point was the overwhelming success of the record-breaking Brisbane Truck Show. The success is due to the HVIA members and exhibitors who have made the event what it is today, over many decades. The event is the industry's event – run by industry, for industry and all of us at HVIA are acutely aware of how important the event is in terms of releasing new models, innovation, products as well as catching up with friends, customers, and colleagues. To have increased our Thursday crowd by over 30% and our Friday crowd by over 10% is testament to the importance of the industry elements of the 2023 show. The team are already brainstorming ways to make 2025 even better and we look forward to your ideas and involvement as those plans evolve.

From an organizational point of view, the next 6 months is going to be busy. HVIA's membership renewals have been distributed and I thank the 90 members who have taken action in the first week. Renewals are due by 30 July and I hope you will all continue to support the organization – as you will see there are a lot of ongoing issues that we are working on, which I will let Harrison, Greg and Adam discuss today.

Shortly, HVIA will release two new online training courses for the industry. These courses have stemmed from a HVSI grant and were conceived through the NTARC road safety statistics which demonstrated some knowledge gaps as it related to best practice tyre management and load restraint practices. I commend these courses to you and encourage you to promote them within your customer base and broader networks.

Additionally, soon HVIA's awards will commence. These awards present an invaluable opportunity to promote the work that you doing as an organisation or support a young person in your organization. As modest as the industry is, I strongly urge you to participate as it is a great way to recognise the efforts of your employees and the great work that they do throughout the year.

HVIA is also starting to think through the Annual Report and AGM and as flagged in last year's AGM, there are moves afoot to undertake a small but planned restructure of the organisation. This is necessary due to the growth in members over the past 5 years, as HVIA has evolved and gone from strength to strength. None of this is possible without your ongoing support and contribution and I hope you take every available opportunity to be informed, and shape, the agenda through avenues such as the State Committee Meetings. HVIA is here to serve you and strengthen the industry through our advocacy work and we will not rest of our laurels.

As always, I remain available to our members, and welcome your feedback, advice, information or contact on 0438 066 441 or t.hacking@hvia.asn.au.

3. GOVERNMENT ADVOCACY

3.1 Heavy vehicle width update

HVIA is still waiting for a formal announcement from the Government on the Safer Freight Vehicles (SFV) package, including consideration of increases to vehicle widths along with other issues including changes to steer axle spacings on twin steer vehicles, transition masses, and changes to the measurement of rear overhang for vehicles with retractable axles.

HVIA is hopeful that the Government will agree to changes to truck width and defer consideration of changes to trailer width (pending further investigation) and agree to the other changes in the SFV package.

However, in advance of the Government decision, the NHVR released a discussion paper on implementing the SFV changes. HVIA considered that a confusing step, issued a media release reinforcing the position on vehicle width, and also responded formally to the paper.

The primary issues HVIA raised were:

- interoperability between existing vehicles and wider vehicles
- a proposed ban on non SFV prime movers towing SFV trailers
- configuring longer combinations involving both SFV and non SFV vehicles
- identification of SFV compliant vehicles for enforcement purposes
- modification of existing vehicles to make them compliant with the SFV requirements (other than width).

HVIA continues to raise the issue of a lack of sign-off on vehicle width directly with ministers.

3.2 NTC Update

HVNL review update

Ministers met on 9 June to consider the Decision Regulatory Impact Statement (DRIS) and the next steps in the review of the HVNL. The Ministers provided an initial communiqué that does not provide much detail on what has been decided and HVIA is waiting on more detailed advice from the Department. Preliminary advice from the Department indicates that:

- Ministers have agreed to the broad details of the safety assurance scheme for operators including fatigue, accreditation, audit arrangements, codes of practice, improvement notices, and the framework for Ministers to provide directions to the NHVR.
- Ministers have agreed to the establishment of a technology and data framework that will allow new technologies to be implemented without needing to change the law. This will include the establishment of a framework administrator.
- Future work on the HVNL over the second half of 2023 will be based around 4 streams of work:
 - policy work to be included in the next consultation and decision RISs (fatigue, mass, dimension and loading)
 - issues requiring extensive engagement with industry and jurisdictions on procedure and detail
 - technical translations of technical requirements (such as vehicle definitions) into the new law
 - penalties and offences.

The current timeframes are:

- a further consultation RIS produced around October
- a decision RIS to be finalized around January 2024 for a decision by Ministers in around February 2024
- a draft Bill to Ministers by July 2024

NTC “National Transport Conversation” overview

On 12 May the NTC held a forum for transport stakeholders (mainly public servants and consultants) to present and discuss significant national issues affecting transport. The following is a high-level summary of the major focus points of the conversation.

- Transport workforce
 - the transport workforce is aging and the second most male dominated industry after construction
 - to meet demand for growth, there is a need to attract a more diverse cohort
 - diversity and inclusion were raised by several speakers and panellists.
- CO2 emissions
 - transport accounts for around 18% of all Australia’s CO2 emissions
 - as the energy sector decarbonises, transport’s total share of emissions will increase
 - work to decarbonise the sector needs to be a focus for the industry and governments.
- Productivity
 - productivity of the transport sector has been languishing and needs attention.
- Agility
 - technological disruption is rapid and we need to be ready and agile in response
 - transport can learn from other sectors, governments need to be able to adapt
 - a new workforce mix is required with more experts needed in AI, big data, analytics, cloud computing, the internet-of-things.

The NTC are currently working on the next steps (i.e. how these findings inform their future work programs).

Based on member feedback, HVIA will seek opportunities to directly engage with the NTC via their new CEO, in an effort to build collaborative relationships and guide the NTC on delivering a work program with direct value for members.

3.3 Performance Based Standards update

In March, HVIA had the opportunity to discuss our response on PBS 2.0 directly with the regulator. We learned that the majority of industry responses were aligned with ours, and that the NHVR agreed with the key points.

At that time, we were told that a 'mud map' outlining the next steps would be available in May. That document has not materialised, and the NHVR advised us this month that a disparity in responses from the state road managers is causing them considerable delay in reaching a consensus. Some states wanted the NHVR to do more in terms of access and notices, others wanted them to step back and leave it up to the individual states.

Members were advised that 'business as usual' is a reasonable approach to take regarding the PBS scheme and specifically, its standards and rules, until further notice.

4.0 TECHNICAL ISSUES

4.1 VSB6 implementation update

The implementation of the new version of VSB6 was announced by the NHVR shortly after the last round of HVIA state committee meetings were held. We communicated the changes to members directly and via the weekly newsletter and immediately began fielding queries and concerns regarding various aspects.

The first group of concerns raised were around a lack of information and roll-out activities from the jurisdictions, and the difficulties in obtaining the data required for the J4 code stability assessments. HVIA sought and provided contact information for the jurisdictions to members, and committed to providing a set of generic data values for the calculations. HVIA also advised members seeking more time to apply to the NHVR for an extension to the applicability of the current version of VSB6.

The second group of concerns were raised during HVIA's implementation webinar, held in June. The webinar was also attended by representatives from each of Australia's state road authorities.

During the webinar, members outlined a considerable range of issues that were still yet to be addressed ahead of the implementation date. The main issues were in the areas of complexity, capacity, and administration. The webinar was recorded and is available at the below link.

https://hviaust-my.sharepoint.com/:v/g/personal/a_ritzinger_hvia_asn_au/EUfZgT_XwFNAuHtFPINx4OoB_WzsS4V-S46l8FjoUTqXZFQ?e=5PvPUi

HVIA collated the issues, explained them to the NHVR, and strongly recommended that the implementation date be officially delayed by a minimum of 3 months, to achieve:

- approved signatories in every state sufficient to cover the expected demand
- clarity on reporting requirements and mutual agreement between states
- close-out of other administrative items

Unfortunately, the NHVR opted not to delay, and instead repeated calls for individuals and organisations to apply for an extension. HVIA does not agree with that approach as it places an unnecessary administrative burden on both parties. HVIA considers delaying the implementation by at least 3 months to be the sensible option.

HVIA is aware of approximately 12 members who have formally applied for an extension, and has a plan for monitoring the success of the implementation, and further advocacy actions.

Members highlighted and discussed a range of detailed technical issues on specific points in some of the new sections of VSB6. Most related to new items in the J4 code relating to tipping trailers, including the stability calculation, and new requirements for protection against lock failure and automatic closure. The use of some language was also regarded as confusing (e.g. 'shall' vs 'must'). HVIA committed to passing each point on to the NHVR Standards Team.

4.2 Coupling testing project update

Preliminary analysis of the data has been completed and complete analysis of the fifth wheel data should be completed by the end of July. The simulation work is progressing. The final report should be completed by mid-August. There may be a report on the project at TMC in October.

Members discussed the potential outcome of eventual revisions to the D-value calculation for large, multi-trailer road train combinations as a positive outcome.

4.3 General items

PBS Portal issues – immediately prior to the first state committee meeting in Victoria, members raised the issue of a recent, uncommunicated change to the PBS Portal that now requires Design Approval variants to be submitted as individual Design Approvals (each requiring a unique number).

One member noted that it was originally proposed to PBS Assessors and Certifiers at a meeting in February as an 'option', but there was no agreement by industry to implement it.

The impact that it has is likely to be an immediate, exponential increase in administration and costs, borne by the industry and PBS applicants.

HVIA committed to requesting that the NHVR hold a teleconference ASAP with impacted members to present the issue and seek a resolution.

CLOCS-A – stands for Construction Logistics and Community Safety – Australia. It is a 'good practice' approach for managing the road safety risks and impacts of construction projects that is based on an industry code developed and operated for the past decade in the UK.

HVIA are seeking to collate a list of members who supply technologies/systems that are the focus of the scheme, and will pass that onto the scheme's operators, who are CILT-A (Chartered Institute of Logistics and Transport of Australia).

HVIA members are encouraged to review the CLOCS-A technologies (<https://clocs-a.org.au/>) and contact greg.forbes@hvia.asn.au if they are interested in listing their business on the CLOCS-A website.

6.0 EVENTS

6.1 Brisbane Truck Show wrap-up

This was an exceptional year for the Brisbane Truck Show for so many different reasons, and we are moving towards building on that for 2025.

Overall attendance for this year's event was over 15% higher than any previous show, with a total attendance of 42,855 through the doors. Key to that is something that you may have instinctively felt but no one has confirmed until now – the overwhelming increase over previous shows was on the opening two days of the show – that is the business-to-business audience.

Thursday's attendance was a 37% increase over the previous record to 9,422. Friday was a modest increase of 11% over 2019's record to reach 11,650.

Since then, of course, you have all been diving back into work – hopefully including chasing up healthy leads from the show. We have also been busy closing the loop in a variety of ways. The debrief process began while we were still on site, and will continue over the next couple of months, and that transitions straight into planning for 2025.

Together with the Queensland Government and Tourism & Events Queensland, we have commissioned IER to conduct a survey of exhibitors, attendees and other stakeholders.

If you haven't done so already, we urge you to complete the survey to ensure we have a full picture of your participation in the show week.

Generally, your exhibition space makes up just a small percentage of your overall investment in your success during show week. By measuring some of those factors, our planning can assist you to achieve maximum return on your investment.

7.0 WORKFORCE DEVELOPMENT

7.1 HVIA Training Initiatives

HVIA is very pleased to announce the addition of two new courses to its online Learning Management System (LMS) – Load Restraint Fundamentals, and Best Practice Tyre Management.

Delivery of these courses has been made possible by Heavy Vehicle Industry Australia's 'Safety Through Education' project, funded through the National Heavy Vehicle Regulator's Heavy Vehicle Safety Initiative (HVSII) grant scheme.

The courses will join HVIA's highly successful 'Heavy Vehicles 101' online training course. HV101 was released in 2020 and serves as both an induction and an initiation, providing participants with a practical overview of the scope of Australia's heavy vehicle industry, types and uses of heavy vehicles, common terminology and how heavy vehicles are regulated in Australia.

Load Restraint Fundamentals, and Best Practice Tyre Management delve into deeper and more complex subject matter, but are by no means less accessible – both courses have been designed to cater specifically to new entrants to the industry, and staff in both technical and non-technical roles.

Importantly, the new courses focus on two issues consistently over-represented in safety statistics. The NTI's NTARC Major Accident Investigation Report series consistently highlights the safety-critical nature load restraint and tyre management practices, which are also often raised by roadside enforcement officers as areas of concern.

Having clear and concise guidance on these essential topics in the form of simple, immersive and practical online education courses will be transformative.

HVIA hopes that all players in the heavy vehicle industry, irrespective of their role or function, will see the value in making these courses part of their on-boarding process and build them into a program of refresher training for staff.

8.0 Department of Infrastructure – RVSA post-implementation review

Melissa Cashman from the Department of Infrastructure spoke to members on the plans the Department has to implement a review of the Road Vehicle Standards Act.

The review is likely to formally commence in July 2024.

This date has been suggested because by that time the legislation will have been operating for 12 months and the scope of the issues that will need to be addressed will be clearer.

The review will focus on the policy issues but in the interim the Department will continue to work on the ROVER application to improve its performance.

HVIA will provide input to the Department on the key issues that industry believes need to be considered in the review later in 2023. The Department is planning to commence the review by issuing a discussion paper framing the scope of the review.

During the discussions following Melissas presentation it became clear that one of the major issues that needs to be addressed is the response times issues and the "resetting of the clock", which follows the issuing of an RFI by the Department. HVIA has suggested that a review of the performance indicators around response times should be a major focus of review.