



AGENDA

HVIA MEMBER FORUMS

February 2024

1. MEETING OPEN	
1.1 Welcome, attendance and apologies	9:00 am
1.2 Trade Practices Protocol	
2. HVIA NATIONAL UPDATE	
2.1 CEO Report	9:05 am
3. REVISIONS TO HVIA MEMBER MEETINGS	
3.1 Feedback from survey	9:10 am
3.2 Proposed changes for 2024	
4. GOVERNMENT ADVOCACY	
4.1 Powered trailers – update	9:30 am
4.2 Inquiry on Electric Vehicles – outline	
4.3 NTC HVNL review – update	
MORNING TEA AND NETWORKING	10:00 am
5. TECHNICAL ITEMS	
5.1 VSB6 J4 – update	
5.2 Pit safety in workshops – outline	10:30 am
5.3 Remainder of the ‘Safer Freight Vehicles’ reforms – update	
5.4 Impacts of width/mass revisions	
5.5 Member update – Vehicle Specification Envelopes for PBS	
6. GRANTS	
6.1 Current grant funding options (NRF, ARENA, IGP, RSGP) – outline	11:00 am
7. EVENTS / PUBLICATIONS	
7.1 TruckShowX (trucking decarbonisation event for 2024) – update	11:15 am
7.2 RoadBoss – sneak peak of Edition 2	
8. GUEST SPEAKER – Robert Perkins (ARTSA) – Truck/trailer data and 2024 market outlook	11:30 am
9. MEETING CLOSE	12:00 pm

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 first meeting series of 2024, I trust you all had an enjoyable and relaxing break and have hit the ground running. HVIA certainly has and the team has some done some incredible work since we last met.

By way of a starting point, the team surveyed our membership at the end of last year in relation to these meetings, and taking the feedback on board there has and will be some further changes this year to ensure these meetings remain relevant, engaging, insightful whilst providing an opportunity to network. I would like to thank everyone who provided comments and constructive feedback and we hope the new format will lead to better outcomes for the industry.

HVIA is also well advanced in our new TruckshowX event, which will be held on 13-15 May. This event replaces the former ComVEC and is already proving a winner. The speaker program is full of real world practical case studies, learnings and insights on the decarbonising of the fleet and is not to be missed. I encourage you to get in quick because I am very confident the event will sell out early.

I am also super excited to advise that the second edition of ROADBOSS is at the printers and the team have not wasted a word in again showcasing our amazing industry in all its glory. Just about every corner of Australia was covered to ensure that we get the best of the best yarns and I am extremely proud of the HVIA team and ROADBOSS's contributors for what is a truly inspiring magazine. If you are not yet subscribed, please see: <https://roadboss.com.au/>.

It has been a super busy time in the policy and advocacy space, from HVIA flying the flag on renewable diesel, to pushing back on the omission of heavy vehicles from the public EV charging Station Discussion Paper, to the industry mobilising to ensure Transurban was aware of the industry's commitment to safety. The policy and technical advocacy agenda is

full and the team are engaging daily with regulators and stakeholders and ensuring your voice is heard.

We've also started the planning for the Brisbane Truck Show, which will be here in no time and has set an ambitious task to again review and improve the awards program and last week signed a new partnership with Healthy Heads in Trucks and Sheds, which will provide important, practical and industry specific mental health resources to our members.

So...have we got our work cut out for us? Absolutely. Are we loving it? Absolutely!

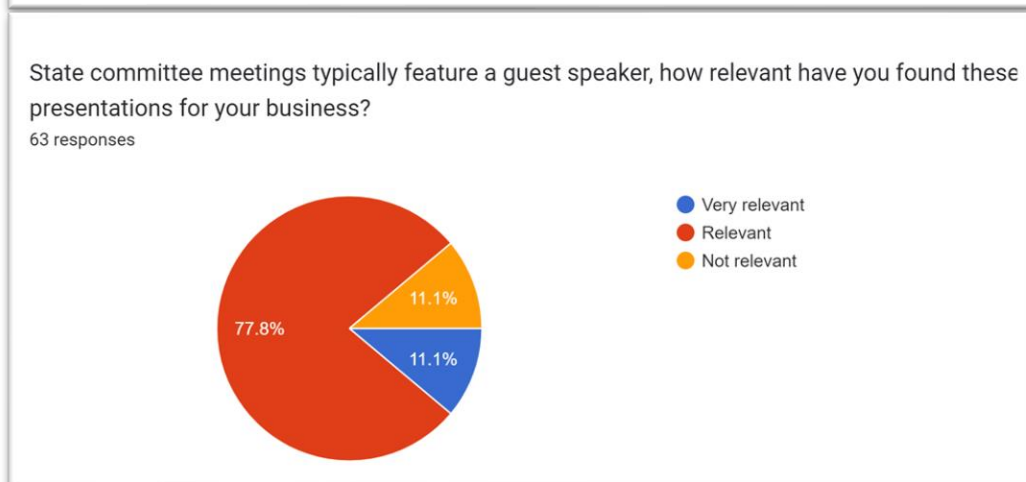
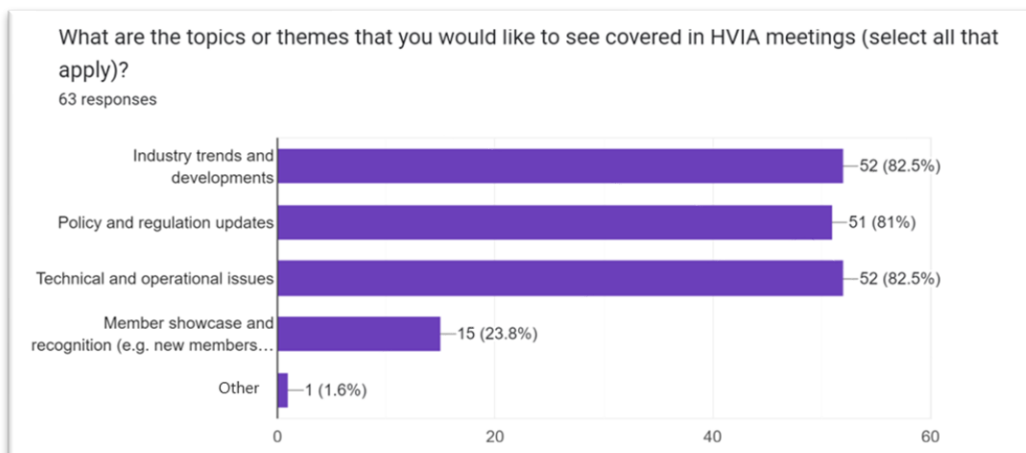
Thank you as always for your time and commitment, without you we cannot succeed, and we are much strong and powerful force as a united group and I thank you for your contribution to that endeavour.

3. REVISIONS TO HVIA MEMBER MEETING

3.1 Feedback from member survey

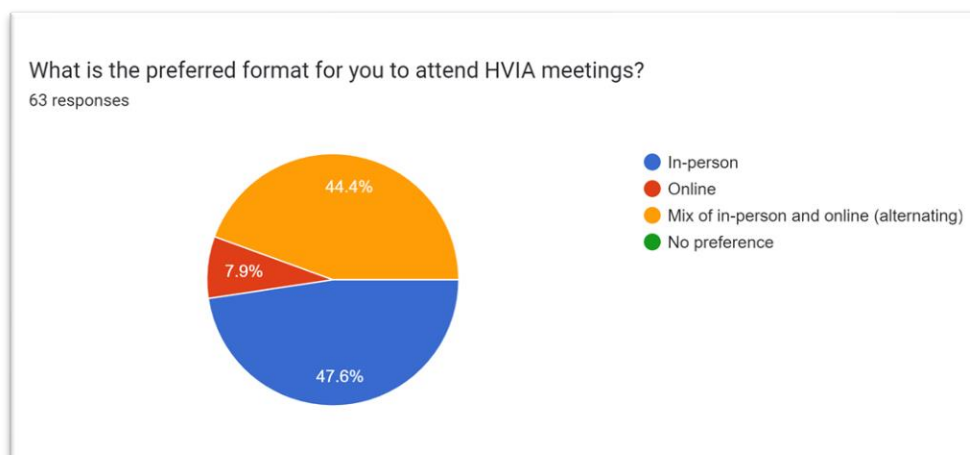
HVIA recently ran a survey gauging members' views of the current format of member meetings. We had 63 responses, with generally positive responses on the content of meetings, with some room for improvement – especially around:

- awareness of meetings
- networking opportunities
- access to meetings (e.g. online option)



A significant finding centred on why people didn't attend meetings:

- Didn't realise I could attend 9.5%
- Unaware of meetings being held 14.3%
- Location or Distance 31.7%



The feedback included specific comments on the need for remote access or an online option for member meetings.

3.1 Changes to meetings and events for 2024

The following changes will be made for 2024, to address member feedback:

- Expand the reach of how we promote the meetings (e.g. broadcast e-mails to all members)
- Changes to meeting format
 - 'Regular' meeting – a 3-hour in-person meeting as per current format. Morning tea and guest speaker. Same locations. Recorded and made available after the conclusion of the final meeting.
 - 'Online' meeting – same as the above, but online. Only run once, no repeats. Recorded and made available on conclusion.
 - Networking function – a 2-to-3-hour social event, with an interesting guest speaker. New locations suited to networking/socialising
- Change the meetings names to better reflect their purposes
- Revise the meeting calendar and format to include new meetings (as per below)

State	Q1	Q2	Q3	Q4
QLD		Member Forum		Member Forum
NSW	Member Forum	Forum (online)	Member Forum	Forum (online)
VIC	(in-person)	HVIA Connect	(in-person)	HVIA Connect
WA		(NSW, WA)		(QLD, VIC)

Meeting dates/times/locations will be announced in the coming weeks.

4. GOVERNMENT ADVOCACY

4.1 Powered trailers – update

At the 2023 Brisbane Truck show several members displayed products that could potentially be used to provide motive power to heavy trailers. However, those powered trailers would not currently fit the definition of a trailer under the RVSA and therefore are technically unable to be provided directly to the Australian market. It is however possible to modify an existing trailer to retrofit this technology provided the appropriate approvals have been obtained from the relevant on road regulators. This is clearly less than ideal.

HVIA has had discussions with the Department of Infrastructure, NTC, NHVR and WA Transport about the need to address the use of powered axles in heavy trailers and has had acknowledgement from all four agencies that this issue needs to be addressed and is already under discussion in relevant UN forums.

HVIA has also had discussions with the Department of Transport in WA on developing guidance material to inform manufactures and operators on what information should be included in an application to use these types of vehicles in trials to allow the technology to be evaluated. Once this work has progressed HVIA plans to discuss this with the NHVR and Transport in the Northern territory to ensure a consistent approach across jurisdictions.

HVIA will also pursue this with the Department of infrastructure and the NTC and NHVR to progress the required changes to the RVSA and the HVNL. Once a form for the required changes has been determined HVIA will also engage with WA and NT to make the corresponding changes in their legislation.

HVIA encourages and members interested in this issue to contact Greg Forbes and Adam Ritzinger so we can ensure you are kept up to date on progress.

4.2 Inquiry on Electric Vehicles – outline

The Parliamentary Standing Committee on Climate Change, Energy, Environment and Water will explore requirements for the transition and the impacts of moving away from traditional vehicles.

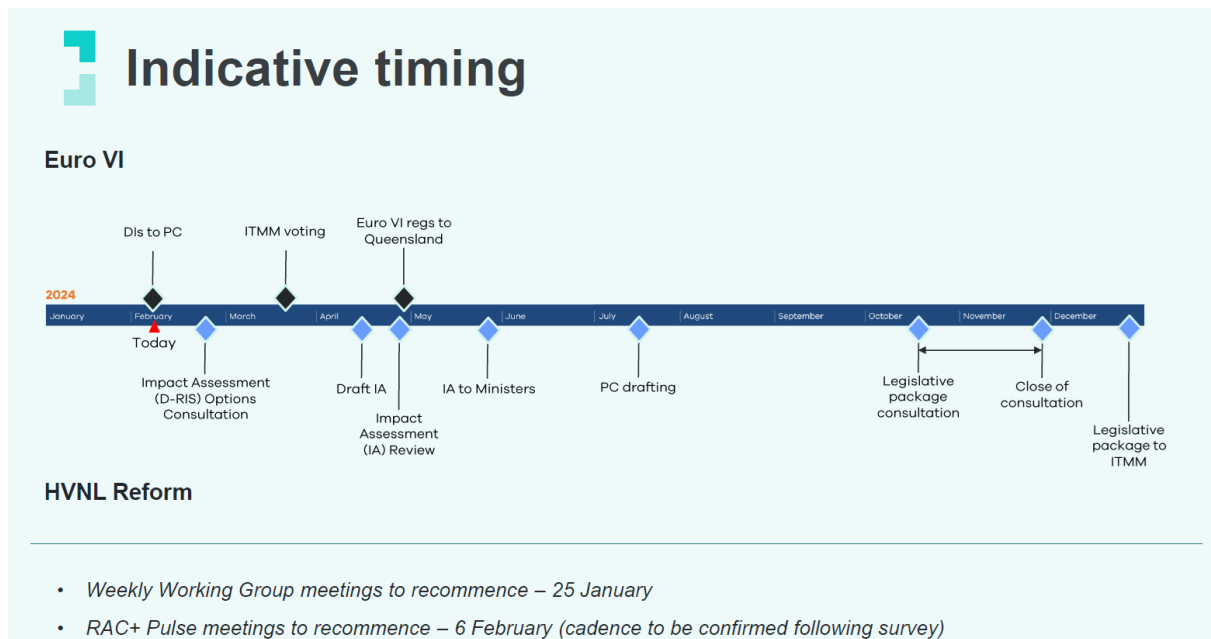
The focus of the inquiry will be on the future of EV battery manufacturing, existing auto industry component manufacturers, challenges on electricity consumption and demand, and the limited EV supply pipeline compared to other countries. Opportunities such as fuel savings and affordability for residents in outer regions will also be explored.

The Terms of Reference for the inquiry do not specifically mention heavy vehicles, however HVIA will be providing a submission outlining the importance of our sector in decarbonisation efforts. Our feedback, informed by discussions with a working group formed from the LITE Project, will focus on regulatory barriers, incentives, and other policies required to ensure the policy settings are cognisant of all net zero vehicles, not just passenger vehicles.

4.3 NTC HVNL review – update

Only a minor update in relation to the Heavy Vehicle National Law (HVNL).

Ministers have revised both the scope and timeline for the consultations and legislative changes, which has resulted in further delays by six months, see below revised timeline.



A supplementary survey has been released which focuses mainly operators and is not directly relevant to many HVIA members. The NTC has made a proposal on mass limits changes for trucks complying with Euro VI, and disappointingly, it does not include an extra 500 kg for twin steer axle groups, as per HVIA (and other) lobbying efforts. HVIA is investigating other options.

5. TECHNICAL ITEMS

5.1 VSB6 J4 – update

After strong encouragement from HVIA, the NHVR announced late last year that VSB6 v3.2 would be further pushed back to 1st July 2024. This was welcomed by HVIA and reported in the newsletter at the time. HVIA sent the NHVR a package of technical amendments and revisions in December. Thanks to all members who provided feedback.

No feedback on the forward work plan for managing the revisions up to the new date has been received. HVIA has proposed a timeline, and will continue to follow-up with the NHVR over the coming weeks and months and will keep members updated. It is important that industry has sufficient time to review and comment on the revisions, leading up to the eventual implementation date.

5.2 Pit safety in workshops – outline

Under workplace health and safety regulations employers are required to provide a safety working environment. In the context around heavy vehicle workshop pits are one safety issues which needs to be addressed by our industry.

HVIA, with support of members, has prepared a guide to assist the industry in understanding and managing the safety risks associated with workshop pits. It is branded as a 'best practice guide', but is not intended to be exhaustive, nor prescriptive. The intent is that it be

introductory, and act as a starting point for members needing the address those risks in their businesses.

HVIA seeks feedback from interested members, please contact Greg or Adam to receive a copy of the draft.

5.3 Remainder of the 'Safer Freight Vehicles' reforms – update

The Department of infrastructure's 2021 discussion paper identified barriers to the supply of safer, more productive, and more efficient vehicles. One of those was width, which has been addressed and will be implemented in legislation later this year. But there were a remainder which all have merit in being progressed, which are:

- twin steer axle spacing
- transition mass for lift axles
- rear overhang for vehicles with lift axles
- quad axle group definition

These changes do not impact every member, but for the members that they do impact, the impact is significant. HVIA has pushed the Department to provide an update on these items, and as of last week had explained informally that there were various technical issues associated with each, which need to be worked through. Adam has requested that they be added to the agenda of the next Vehicle Standards Consultative Forum (14th March), and will update members when more information is available.

5.4 Impacts of width/mass revisions

Some members have raised concerns regarding potential unexpected consequences of recent changes to truck width and steer axle mass. There is concern that the move to 2.55-metre-wide trucks and increases above 6.5 tonne steer axles may 'unbalance' any local competitive advantage and nullify existing engineering/design expertise.

Members also holding these concerns (or similar) are advised to contact Adam.

5.5 Member update – Vehicle Specification Envelopes for PBS (Advantia)

Advantia Transport Consulting have an NHVR HVSI grant project that is developing Vehicle Specification Envelopes (VSEs) for the next series of truck and dog trailer combinations that may be the subject of future national gazettes and notices. The vehicle combinations are:

- 6x4 truck and 5-axle dog trailer (Bulk tippers)
- 6x4 truck and 6-axle dog trailer (Bulk tippers)
- 6x4 prime mover and 3-axle semi-trailer (General freight)

Advantia will update their website soon to feature the proposed drawings for these vehicles and will invite all industry stakeholders to contribute.

Refer to attached PDF slidepack.

6. GRANTS

6.1 Current grant funding options (outline)

The Federal Government has several open opportunities for HVIA members to apply for grants and other funding options. The available options are for projects across multiple areas, including transport, road safety, innovation, and renewables and low emission technologies.

ARENA

ARENA provides funding to invest in cheaper and cleaner transport. It targets business fleets, new technologies for heavy and long-distance vehicles, public charging, hydrogen refueling stations and smart charging. Members are encouraged to reach out to ARENA with ideas. You will need to match funding and have a business case showing ARENA's support will enable pursual of a net zero strategy.

Project examples:

- need to buy 15 new trucks and considering purchasing electric
- need to develop charging infrastructure

ARENA is planning on opening new funding in Q2, but they need to know there is interest from our sector before this is guaranteed.

- [Funding Opportunities - Australian Renewable Energy Agency \(ARENA\)](#)
- [Driving the Nation Program - Australian Renewable Energy Agency \(ARENA\)](#)

National Reconstruction Fund (NRF)

The NRF has \$15 billion to invest in growing Australia's industrial capabilities. It focuses on seven key priority areas, including transport and renewables and low emissions technologies.

The NRF financing options include debt, equity, and guarantees but does not include grants.

The NRF will consider the value of:

- growing industrial capability
 - helping industry pursue value-adding opportunities
 - decarbonisation
 - creating secure jobs and a skilled, adaptable workforce
 - boosting supply chain resilience
 - commercialising Australian innovation.
- Talk the Torque article [Industry Growth, National Reconstruction Funds Available \(hvia.asn.au\)](#)
 - NRF website <https://www.nrf.gov.au/>

Industry Growth Program (IGP)

The \$392 million IGP supports businesses undertaking commercialisation and/or growth projects within the NRF priority areas. The IGP will provide advisory services and opportunities for matched funding for SMEs. Available funding includes:

- grants of \$50,000 to \$250,000 to support early-stage commercialisation projects
- grants of \$100,000 to \$5 million for commercialisation and growth projects.

The IGP supports innovative products, processes or services which are new and unique, or involve significant enhancements of current products, processes or services that will enable the business to scale and transform. Minor changes or improvements to existing products or services are not considered innovative.

- Talk the Torque article [Applications For Industry Growth Program Now Open \(hvia.asn.au\)](https://www.torque.com.au/news/industry-growth-program-now-open)
- IGP website <https://business.gov.au/grants-and-programs/industry-growth-program>

National Road Safety Action Grants Program

The Government is making \$37.6 million available for allocation to projects or activities through the Road Safety Grants across five key areas of activity over three financial years:

1. Community education and awareness, including workplace road safety.
 2. Vulnerable road users.
 3. First Nations road safety.
 4. Technology and innovation.
 5. Research and data.
- Talk the Torque article [National Road Safety Action Grants Program Extended \(hvia.asn.au\)](https://www.torque.com.au/news/national-road-safety-action-grants-program-extended)
 - Further information [here](#)
 - Answers to FAQs [here](#)

7. EVENTS / PUBLICATIONS

7.1 TruckShowX – update

HVIA has released the [official program](#) for TruckShowX featuring a jam-packed line-up of key policy makers and regulators, future fuels and charging infrastructure experts, leaders in low- and zero-emissions vehicle (LZEV) adoption, and cutting-edge equipment suppliers.

Full information on the preliminary program and exhibitors is available [here](#).

Members are advised to get in early as HVIA is expecting the show to sell out. Early-bird pricing ends COB Friday 29th March 2024.

7.1 ROADBOSS – update

Buoyed by the huge response we had to our inaugural magazine, the ROADBOSS crew has traversed the country to produce some truly epic stories for our second issue – from Weipa in the far north, to Monarto in the south, across to Perth in the west, and regional NSW and Victoria in between.

The result is a 132-page magazine packed full of great stories on industry icons, leaders and colourful characters.

To ensure you don't miss out on another cracking issue of ROADBOSS Magazine, subscribe for free [here](#). The next issue is due out May/June 2024!

8. GUEST SPEAKER

Rob Perkins, Executive Director, ARTSA Institute.

Refer to attached PDF slidepack.