



HEAVY VEHICLE  
INDUSTRY AUSTRALIA

# 2020 ANNUAL REPORT

## OUR VISION:

*An innovative, prosperous heavy vehicle industry supporting the safest, most productive fleet.*



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2020 Annual Report presented to the  
50th Annual General Meeting 29<sup>th</sup> October 2020

ACN 009 819 756

Registered Office: 2/115 Bluestone Circuit  
Seventeen Mile Rocks, Queensland Australia

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*I have never been prouder  
to be part of an association  
that has been able to  
mobilise very quickly, to  
support and advise...*

## PRESIDENT'S REPORT

---

**2020 has been a year that we will all remember. Running a business, as we all do - during a global pandemic - has for many required a great deal of energy, resilience and agility.**

For a select few in our industry, they have never been busier; for others it has been tough to survive and for most, it has required immense attention to detail as we've pivoted into new markets, tried to find operational efficiencies, engaged with lenders and landlords and found new and innovative ways to try and normalise our activities.

However, putting on my presidential HVIA hat, I have also never been prouder to be part of an association that has been able to mobilise very quickly, to support and advise, making this challenging period a little easier.

On behalf of the Board and staff, I hope your experience was the same. We thank you for your ongoing loyalty and support in what has been truly turbulent times.

Anecdotally, the fact that our membership has increased in recent months tells me that the efforts of the HVIA team were appreciated and valued.

**The Board unashamedly set a direction of seeking closer ties with government nearly three years ago, and we feel this decision has been vindicated during the pandemic.**

Our association was one of the few prominent national bodies called upon to provide vital operational advice, to inform economy-leading policy change and to provide thought leadership.

The results included the increase to the original Instant Asset Write-Off threshold, the implementation of the Backing Business Investment scheme and the subsequent extension of the former to 31 December 2020.

We have also led the way with our call for increased government funding to ensure local manufacturers have opportunities to grow, invest in new equipment and processes, to pivot, onshore or enhance their operations.

Our recent safety policies have opened up pathways that continue to ensure the very latest in safety technologies become more prevalent in the fleet.

2020 saw some major changes for our organisation. It started with a fundamental Memorandum of Understanding that saw ARTSA devolve itself of corporate members and go on its own new journey. I'm pleased to report that most of the former ARTSA members have joined HVIA and are gaining the benefit of our member offering.

This year, the Board has also added to its stocks by bringing on Daniel Whitehead, President and CEO of Daimler Truck and Bus Asia Pacific, and also Roy Lombardi, CEO of Howard Porter in WA.

Apart from adding enormous strategic nous, Daniel and Roy bring further balance to the make-up of the Board, with an important truck OEM voice and a geographical investment in the West respectively, extending our reach and output.

The Board has also recently signed off on a new Strategic Plan, which will ensure we remain proactive and focused on the direction and activity of HVIA for 2020-2025. This will see the greater use of technology to lead training, education and member engagement.

We are also keen to utilise our best asset - the Brisbane Truck Show – by not only applying an international lens but to ensure we continue to have tangible, proactive, educational outcomes for the broader community.

**In 2021, HVIA will continue to evolve our policy and advocacy work and to ensure we are a proactive thought leader and trusted voice for the industry. We will continue to increase our prominence, engagement and activity levels and it is fair to say that we are seeking additional stakeholder and partnership opportunities.**

As I write this email, HVIA and its predecessor CVIAQ celebrates its 50th anniversary. I believe it is absolutely necessary, as we reflect on the legacy of the organisation, to make mention and pay tribute to the six initial members of HVIA who joined in 1970.

We will have more to say about this achievement in the coming months, but I place on record my appreciation for the ongoing, loyal membership of:

- Haulmark Trailers (Australia) Pty Ltd
- IVECO Trucks Australia
- BPW Transpec Pty Ltd
- Volvo Group Australia Pty Ltd
- Russ Engineering Pty Ltd
- Penske Australia

It is hard to predict the future with COVID-19 still ever-present in our lives; what does the new normal look like? When will it commence? When will a vaccine be available? But rest assured, whatever ends up being the answers, every effort of HVIA will be made to remain at the forefront of support, advice and information for our members.

I don't know about you, but the investment I make in HVIA's membership gives me great comfort that I am part of a collective industry that together can ensure its voice is heard far quicker and with much greater impact than we can as separate and smaller entities.

As we look forward to the next year, it is of course a Brisbane Truck Show year and whilst there will be slight changes in order to ensure safety of both exhibitors and attendees, I'm absolutely confident that the planning and attention to detail will ensure it will come at just the right time for the industry to unite, come together and kick-start a post COVID-19 recovery.

**John Drake**  
President



*Senator Glenn Sterle (Deputy Chair of Rural and Regional Affairs and Transport Legislation Committee) and John Drake (HVia President) at the PFTTTL in ACT November 2019.*



## CHIEF EXECUTIVE OFFICER'S REPORT

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The COVID-19 pandemic thrusted upon us a set of circumstances none of us imagined.

As a result, 2020 will be remembered as the year we had to quickly adapt, respond, embrace new technology and mobilise to ensure we could continue to operate and service our customers or, in our case, members.

It will also be the year that will be remembered for the phrase “you’re still on mute...”.

I want to take this opportunity to publicly thank and acknowledge the wonderful HVIA team who rose to the challenge, reacted swiftly and decisively, and responded to a set of circumstances beyond their control.

I also want to record my thanks to our members, who on numerous occasions have provided us with timely advice, information, and anecdotes that has helped us respond in real time to government, whilst they were working through the key policies during the pandemic.

**HVIA members have been very proactive in responding to the COVID-19 pandemic to keep themselves and their colleagues safe.**

Closing lunchrooms, temperature checking, split shifts, working from home, re-designing workflows, increased education, cleaning, sanitation, and social distancing clearly demonstrated the seriousness of the pandemic and has largely ensured our members can continue to operate – even during Stage 4 restrictions in Victoria.

**I am also conscious that in times of turmoil, discretionary expenditure is always first to come under scrutiny. We have been so grateful that a record number of members have paid their membership fees in a timely fashion, which has helped manage our cash-flow but also indicated the importance and value placed on belonging to a collective during turbulent times.**

Both now and into the future, we will set a course of regular contact with our members both in terms of structured engagement through our committees,

technical working groups and weekly Talk the Torque e-bulletin (I hope you are receiving this e-newsletter?) but will also invest in technology to ensure we can extend and improve these engagements.

We will also continue to make gains with our policy, technical and government advocacy. Our engagement will ensure that we are always on the front foot and ensuring we capitalise on more ways to support and deliver results for our members. This year, saw several HVIA highlights, including:

- Submitting the draft new Tipper Code to the NHVR,
- winning a concession to grandfather rear marker plates saving the industry millions,
- advocating for an extended Instant Asset Write-Off (IAWO),
- helping to architect a Backing Business Investment (BBI) bonus depreciation scheme,
- advocating the need to extend the IAWO to 31 December 2020,
- leading the charge on ensuring the transitional arrangements of the RVSA meant reduced testing costs for existing CRN and SARN components; and
- placing vehicle safety and technology solutions on the agenda via the NHVR's Vehicle SETUP blueprint announcement.

We know there is much more to be done, but with your help and support we will get there.

I am also delighted to advise that the Board approved HVIA's investment in an online Learning Management System (LMS) and we are in the process of developing a new comprehensive training package for new entrants to the industry and staff in back-of-house / non-technical roles.

This will be the most comprehensive industry wide course available and we hope it will become part of our members' induction process and afford an ongoing learning opportunity for key staff.

I thank the members who have really supported this initiative providing pictures, content and other support and I really hope we can ensure this course is affordably priced and effective.

Once this is done we will look to re-format our existing face-to-face courses into the online LMS, which will ensure we can provide educational content at a fraction of the existing price, but more importantly the content can be done by staff at their convenience and at work, meaning no lost time off-site.

Our ability to deliver content is limitless and we will be looking to our members for advice on other short courses that are needed to ensure we raise the bar of the industry in an efficient, affordable, flexible way.

Sadly, this year we had to cancel ComVec, but it will be back in 2022. We undertook a strategic review and the planned changes to the event are still very relevant and will see a major evolution of its value proposition into the future.

However, looming quickly is a small event called the Brisbane Truck Show that we need to get through first and I will tease there are some exciting major announcements coming, which largely build on the success of 2019.

I know there is some level of trepidation surrounding events due to COVID but please trust that we will be going to great lengths to ensure the safety of our attendees and we are buoyed by the overwhelming enthusiasm and thirst for hope from our exhibitors and stakeholders.

There will need to be subtle changes but we have spent this time diligently planning, working with the BCEC and the Queensland Government and can assure all members there is the capacity and willingness to put on the show, safely and with minimal disruption. As they say: the show must go on!

Lastly, a thank you to the HVIA Board members who volunteer their time to the betterment of the industry and do a wonderful job in helping steer the organisation. Their advice, support and presence was called upon greatly in 2020 and even though they had to ensure their own businesses, staff and families were safe, they were always available and for that we all owe them our gratitude.

**Todd Hacking**  
Chief Executive Officer

# ABOUT HEAVY VEHICLE INDUSTRY AUSTRALIA



Heavy Vehicle Industry Australia represents and advances the interests of manufacturers and suppliers of heavy vehicles and their components, equipment and technology.

Our membership includes almost every major truck manufacturer/importer, most of Australia's major trailer manufacturers and body-builders, and an ever-growing list of their suppliers and distributors.

Our 250+ members, plus their branches across Australia, reap the rewards of membership through a range of benefits such as:

- low cost membership
- opportunities to engage and contribute to industry policy development
- regular networking events and information forums across the country
- advocacy to government and its regulatory agencies on national, regional and local issues
- technical and regulatory support service
- EmployerAssist – HR and IR hotline
- our world-class national events:
  - Brisbane Truck Show – the southern hemisphere's largest road transport event
  - the biennial ComVec engineering conference

## What is the Heavy Vehicle Industry?

The entire industry involved in the design, manufacture, importation, distribution, modification, sale, service and repair of on-road vehicles with a gross vehicle mass or aggregate trailer mass over 3.5 tonnes as well as their components, equipment and technology.

# Value of HVIA Membership



## MEMBERSHIP

Corporate Ordinary: 219

Corporate Associate: 35

HVIA has organisational (company) membership. All staff at wholly owned branches/ subsidiary companies Australia-wide are included in your membership.



## COMMUNICATION

Connect with us across the channels that suit you:

- *Talk the Torque* is HVIA's weekly e-newsletter, keeping your team up-to-date with the latest industry news, regulatory and policy issue and events.
- Join the conversation on LinkedIn and Twitter

We are connecting with your customers through Brisbane Truck Show (BTS) social media channels.

On the web HVIA and BTS both feature directories for members and exhibitors.

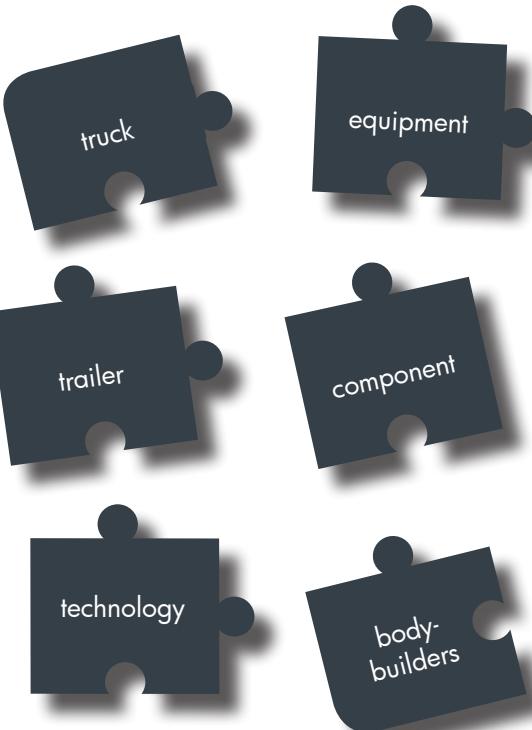


## NETWORKING

All members are invited to participate in regular:

- Technical meetings
- Information sessions
- Training days
- High level networking events i.e. The Executive Club, Parliamentary Friends of Trucks, Trailers, Transport and Logistics (PFTTTL).

## MEMBER SEGMENTS



## INDUSTRY SECTORS



# ADVOCACY

OBJECTIVE - positively influence the development and maintenance of policy, legislation, regulation and technical standards, creating an environment that fosters innovation and contributes to the future viability of the heavy vehicle industry, and the safety and productivity of the heavy vehicle fleet.

## Australian Government

- Introduction of depreciation incentive measures Instant Asset Write-Off (IAWO) and Backing Business Investment (BBI).
- Achieved six month extension on IAWO.
- Campaign to educate industry about the value of the stimulus incentives.



**6 month**  
extension on IAWO

## National Heavy Vehicle Regulator

- New grandfathering arrangements for phasing out Class 2 Rear Marking plates saving industry over \$40 million.
- Developed new Tipper Code and presented draft to NHVR.
- Instigated PBS Tyre Review proposing red tape reduction.
- Advocating for the latest technology and innovations in the review of PBS Standards.



grandfathering arrangements for  
phasing out Class 2 Rear Marking  
plates saving industry over

**\$40 million**

## Department of Infrastructure

- Facilitated industry debate revision of ADR 42 Trailer Wiring.
- Reduced complexity and confusion in Road Vehicle Standards Act issues:
  - Approach to testing facilities.
  - Registration of Component Type Approvals.
  - Streamlining the implementation of Heavy Trailer Braking Standard ADR 38/05.



## National Transport Commission

- Recommending incentives to encourage faster take up of newer vehicle with higher productivity and better safety features in the review of the Heavy Vehicle National Law (HVNL).

**stimulus campaign**  
promoting depreciation  
incentive schemes

## NSW and Austroads

- Supported consistent implementation of the National Written-Off Heavy Vehicle Register.



## MEMBER SERVICES

**OBJECTIVE** - deliver critical information, support, relationship building, business development and industry best practice.

### **State Committees**

Members engage on technical, regulatory and workforce development issues including the PBS Tyre Review, Tipper Code, ADR42/05 Trailer Wiring Compatibility and the NHVL Review.

### **HVIA Executive Club**

Industry leaders meet regularly around Australia with guest speakers tackling thought provoking topics such as leadership, future technology and mental health.

### **Parliamentary Friends of Trucks, Trailers, Transport and Logistics (PFTTTL)**

The establishment of the Parliamentary Friends group has created an ongoing forum to allow Federal MPs and Senators to work more closely with the road transport and heavy vehicle industries.

### **TechASSIST**

HVIA Chief Technical Officer, Paul Caus, responded to over 100 enquiries assisting members with a broad array of technical and regulatory issues.

### **EmployerASSIST**

The free dedicated HR and IR hotline service provided invaluable advice to a vast range of HVIA member companies.

### **Talk the Torque**

HVIA's weekly e-newsletter provides up-to-date coverage of news, issues and events for members and stakeholders with a circulation of over 3,000 recipients.

### **HVIA Awards Night**

Shining the spotlight on industry best practice and achievements through a record 34 finalists from five award categories.



## WORKFORCE DEVELOPMENT

OBJECTIVE - secure a highly skilled workforce to ensure the industry's viability and capacity to deliver innovation.

### **Heavy Vehicles 101 (HV101)**

Prepare to educate your new employees utilising the 'new starter induction' online course providing basic information on heavy vehicle topics and a vocabulary of common heavy vehicle terminology. Set to launch in September.

### **Australian Industry Trade College (AITC)**

A strong understanding of industry's skilling needs has led to HVIA's alignment with the AITC to provide a national solution to the skills shortage.

### **IPWEA Conference**

Showcased heavy vehicle technology and innovation to fleet managers at the IPWEA Conference to improve the understanding of changing vehicle maintenance skills.

### **Vehicle Manufacturing Working Group (VMW)**

Instigated the development of the VMW Group to bring together schools, industry and government representatives, to map out the best practice Certificate 2 'in schools' training package that will provide basic skills for students wishing to enter the vehicle manufacturing industry.

### **Industry Reference Committees (IRC)**

Influenced decision-making on content, delivery and assessment of the AUR and AUM training packages to ensure the skills taught are definitive to industry's needs.

# NATIONAL EVENTS

OBJECTIVE - host world class events, that deliver value, foster innovation, and showcase and promote the latest heavy vehicles and their components, equipment and technology.

## ComVec

The COVID-19 pandemic saw the 2020 conference cancelled; however, the new format is in place and your 2022 conference will provide:

- Major new audience segment
- New multi-stream format
- Boutique exhibition based around components, innovation and technology
- A showcase of new truck vehicles and chassis designs
- A drive-day for operators to test drive new vehicle combinations
- Hosted within a destination location
- A compelling “Prepare your fleet for the next decade” conference program.

## Brisbane Truck Show (BTS)

The early launch of the 2021 Brisbane Truck Show has been welcomed by exhibitors eager to reconnect with their customers.

The success of the inaugural Australian Heavy Vehicle Industry Week (AHVIW) will be further enhanced with the collective support of the Queensland Government, Brisbane City Council and South Bank Corporation, enabling events such as:

- National Apprentice Challenge
- Workforce development and educational hub
- Thornycroft 50<sup>th</sup> anniversary legacy restoration project
- Technology and Innovation Hub
- South Bank Roadhouse and CBD displays
- Brisbane CBD events and activations promoting the AHVIW themes:
  - Safety
  - Sustainability
  - Knowledge
  - Careers
  - Innovation
  - Community



# **HEAVY VEHICLE INDUSTRY AUSTRALIA**

**ABN: 66 009 819 756**

**Financial Report For The Year Ended  
30 June 2020**

# **Heavy Vehicle Industry Australia**

**ABN: 66 009 819 756**

## **Financial Report For The Year Ended 30 June 2020**

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**HEAVY VEHICLE INDUSTRY AUSTRALIA**  
**ABN: 66 009 819 756**  
**DIRECTORS' REPORT**

Your directors present this report on the entity for the financial year ended 30 June 2020.

**1. DIRECTORS**

The names of each person who has been a director during the year and to the date of this report are:

John Drake  
Mario Colosimo  
Nick Stavrakis  
John Thompson  
Rod Cunningham  
Ken Cowell  
Miles Crawford  
Daniel Whitehead appointed (19/05/2020)  
Roy Lombardi appointed (19/05/2020)

Directors have been in office since the start of the financial year to the date of this report unless otherwise stated.

**Information on Directors**

<b>John Drake</b> Associate Diploma in Mechanical Engineering	Managing Director, The Drake Group. First elected October 2017
<b>Mario Colosimo</b> Bachelor of Engineering, Mechanical	Managing Director - SAF Holland Australia Pty Ltd First elected October 2015
<b>Nick Stavrakis</b> Bachelor of Mechanical Engineering Graduate Certificate in Finance Graduate Certificate in Marketing	Managing Director, Dana Australia Pty Ltd First elected October 2015
<b>John Thompson</b> Vehicle Body Builder	Managing Director, Borcat Trailers Pty Ltd First elected October 2017
<b>Rod Cunningham</b> Graduate Certificate of Management General Manager Program	General Manager Sales - Transport & Equipment, Morris Finance Ltd First elected October 2017
<b>Ken Cowell</b> Diploma of Management Associate Diploma in Mechanical Engineering Advanced Certificate in Business (Management) Certificate IV Assessment and Workplace Training	Director, KC Cowell & Associates First elected October 2017
<b>Miles Crawford</b> Bachelor of Mechanical Engineering - Mechanical & Manufacturing Engineering Bachelor of Business Management - Operations Management	General Manager, CMV Truck & Bus - Victoria First elected October 2018
<b>Daniel Whitehead</b> Degree in Accounting & Finance	President & CEO, Daimler Truck and Bus Australia Pty Ltd First appointed May 2020
<b>Roy Lombardi</b> Bachelor of Business Degree (Major - Marketing and Management)	CEO, Howard Porter & Steelbro First appointed May 2020

**HEAVY VEHICLE INDUSTRY AUSTRALIA  
ABN: 66 009 819 756  
DIRECTORS' REPORT**

## **Meetings of Directors**

During the financial year, 7 meetings of directors were held. Attendances by each director were as follows:

	Directors' Meetings	
	Number eligible to attend	Number attended
John Drake	7	7
Mario Colosimo	7	6
Nick Stavrakis	7	6
John Thompson	7	7
Rod Cunningham	7	6
Ken Cowell	7	7
Miles Crawford	7	5
Daniel Whitehead	-	-
Roy Lombardi	-	-

The entity is incorporated under the Corporations Act 2001 and is a company limited by guarantee. If the entity is wound up, the constitution states that each member is required to contribute a maximum of \$20 each towards meeting any outstanding obligations of the entity. At 30 June 2020, the total amount that members of the entity are liable to contribute if the entity is wound up is \$20 (2019: \$20).

## **2. COMPANY SECRETARY**

The following person held the position of Company Secretary at the end of the financial year:

Todd Hacking  
BA, LLB (GDLP) Chief Executive Officer - HVIA

### **3. PRINCIPAL ACTIVITIES**

#### The HVIA Vision is:

'An innovative, prosperous heavy vehicle industry supporting the safest, most productive fleet.'

The Principal Activity or "Mission" of HVIA is:

'To advocate for a successful and sustainable heavy vehicle industry with a strong unified voice.'

**The Purpose of HVIA is:**

'To represent and advance the interests of the entire heavy vehicle industry.'

#### **4. SHORT AND LONG TERM OBJECTIVES**

The HVIA's short and long term objectives are articulated through its Strategic Plan via its four key program areas.

The HVIA maintains a Strategic Plan which is monitored and reviewed on a continuous basis at board meetings. The board also holds a Strategic Planning session once a year where any new major industry developments, issues or risks are identified and, if required integrated into the HVIA Strategic Plan and/or HVIA Risk Management Plan.

## 4.1 KEY PROGRAMS

#### **4.1.1 ADVOCACY**

Objective - positively influence the development and maintenance of policy, legislation, regulation and technical standards, creating an environment that fosters innovation and contributes to the future viability of the heavy vehicle industry, and the safety and productivity of the heavy vehicle fleet.

#### **4.1.2 MEMBER SERVICES**

**Objective - deliver critical information, support, relationship building, business development and industry best practice**

#### 4.1.3 WORKFORCE DEVELOPMENT

Objective - secure a highly skilled workforce to ensure the industry's viability and capacity to deliver innovation. Through participation on the Commonwealth Government Automotive Strategic and Heavy Vehicle Industry Reference Committees, HVIA plays a role in developing policy and the oversight of national training package development.

**HEAVY VEHICLE INDUSTRY AUSTRALIA**  
**ABN: 66 009 819 756**  
**DIRECTORS' REPORT**

**4.1.4 NATIONAL EVENTS**

Objective - host world class events that deliver value, foster innovation, showcase and promote the latest heavy vehicles and their components, equipment and technology.

**4.1.5 MEMBERSHIP RECRUITMENT AND RETENTION**

HVIA Implemented State Committee Meetings in 2019 to engage with our members.

**5. STRATEGIES AND KEY PERFORMANCE INDICATORS**

Over the four key program areas there is a proactive work plan overseen by a HVIA staff member. These strategic projects are reported to the Board at each meeting.

**6. NEW ACCOUNTING STANDARDS IMPLEMENTED**

The entity has implemented three new Accounting Standards that are applicable for the current reporting period . AASB 15: *Revenue from Contracts with Customers*, AASB 1058: *Income of Not-for-Profit Entities* and AASB 16: *Leases* have been applied using the cumulative effective method; that is, by recognising the cumulative effect of initially applying AASB 15, AASB 1058 and AASB 16 as an adjustment to the opening balance of equity at 1 July 2019. Therefore, the comparative information has not been restated and continues to be reported under AASB 118: *Revenue*, AASB 117: *Leases* and AASB 1004: *Contributions*. Also to note in relation to AASB 16 is that the entity applied the temporary relief for peppercorn leases under AASB 2018-8 to measure the right of use assets at cost on initial recognition. Further information is provided in Note 1.

**7. KEY PERFORMANCE MEASURES**

The entity measures its own performance through the use of both quantitative and qualitative benchmarks. The benchmarks are used by the directors to assess the financial sustainability of the company and whether the entity's short-term and long-term objectives are being achieved.

**8. LIABILITY OF THE MEMBERS**

The liability of the members is limited. Every member of the Company undertakes to contribute to the assets of the Company, in the event of the same being wound up while he is a member, or within one year after he ceases to be a member, for payment of the debts and liabilities of the Company contracted before he ceases to be member, and of the costs, charges, and expenses of winding up and for adjustment of the rights of the contributories among themselves, such amount as may be required not exceeding twenty dollars (\$20.00).

**9. AUDITOR'S INDEPENDENCE DECLARATION**

The lead auditor's independence declaration for the year ended 30 June 2020 has been received and can be found on page 4 of the financial report.

This directors' report is signed in accordance with a resolution of the Board of Directors.

Director



**John Drake**

Dated this 16th day of September 2020

**HEAVY VEHICLE INDUSTRY AUSTRALIA**

**ABN: 66 009 819 756**

**AUDITOR'S INDEPENDENCE DECLARATION UNDER S 307C OF  
THE CORPORATIONS ACT 2001 TO THE DIRECTORS OF HEAVY VEHICLE INDUSTRY AUSTRALIA**

In accordance with section 307C of the Corporations Act 2001, I am pleased to provide the following declaration of independence to the directors of Heavy Vehicle Industry Australia. As the lead audit partner for the audit of the financial report of Heavy Vehicle Industry Australia for the year ended 30 June 2020, I declare that, to the best of my knowledge and belief, there have been no contraventions of:

- (i) the auditor independence requirements of the Corporations Act 2001 in relation to the audit; and
- (ii) any applicable code of professional conduct in relation to the audit.

Name of Firm KBP Audit Services

Signed 

Name of Principal: Raju Prabhu  
CPA, Registered Company Auditor # 297379

Date 03 September 2020

Address Level 9, Toowong Tower  
9 Sherwood Road,  
Toowong QLD 4066

**HEAVY VEHICLE INDUSTRY AUSTRALIA**  
**ABN: 66 009 819 756**  
**STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME FOR THE YEAR**  
**ENDED 30 JUNE 2020**

	Note	2020 \$	2019 \$
<b>Income</b>			
Advocacy		17,455	29,091
Communication & Marketing		63,800	65,300
Facilities		91,147	48,262
Interest received		7,152	10,376
Manage fund income		217,627	156,081
Membership		315,835	269,696
National events		16,330	3,492,647
Regional events		818	18,804
Sundry income		60,000	68
Profit on sale of property, plant and equipment		(5,958)	-
<b>Total Income from Ordinary Activities</b>		<b>784,206</b>	<b>4,090,325</b>
<b>Expenses</b>			
Administration		(84,820)	(86,487)
Advocacy		(46,141)	(45,926)
Communication & Marketing		(30,667)	(10,579)
Depreciation and amortisation expense	2	(28,350)	(23,556)
Employee benefits expense		(1,342,364)	(1,281,700)
Facilities		(45,923)	(92,937)
Governance & Planning		(23,304)	(27,656)
Investment fees		(33,213)	(32,754)
Membership		(21,363)	(22,592)
National events		(80,281)	(1,885,152)
Regional events		(6,503)	(20,809)
Staff training and development expenses		(8,041)	(452)
Sundry expenses		(273)	(383)
<b>Total Expenses from Ordinary Activities</b>		<b>(1,751,243)</b>	<b>(3,530,981)</b>
<b>Current year surplus before income tax</b>		<b>(967,037)</b>	<b>559,343</b>
<b>Other comprehensive income</b>			-
Total comprehensive income attributable to members of the entity		<b>(967,037)</b>	<b>559,343</b>

The accompanying notes form part of these financial statements.

**HEAVY VEHICLE INDUSTRY AUSTRALIA**  
**ABN: 66 009 819 756**  
**STATEMENT OF FINANCIAL POSITION AS AT 30 JUNE 2020**

	Note	2020 \$	2019 \$
<b>ASSETS</b>			
<b>CURRENT ASSETS</b>			
Cash and cash equivalents	3	403,953	1,054,193
Trade and other receivables	4	320,052	406,203
Other current assets	5	124,489	19,833
<b>TOTAL CURRENT ASSETS</b>		<b>848,494</b>	<b>1,480,229</b>
<b>NON-CURRENT ASSETS</b>			
Financial assets	6	3,289,158	3,289,158
Property, plant and equipment	7	3,417,306	3,428,977
Other non-current assets		-	-
<b>TOTAL NON-CURRENT ASSETS</b>		<b>6,706,464</b>	<b>6,718,135</b>
<b>TOTAL ASSETS</b>		<b>7,554,958</b>	<b>8,198,363</b>
<b>LIABILITIES</b>			
<b>CURRENT LIABILITIES</b>			
Trade and other payables	8	599,769	474,928
Tax liabilities	9	125,659	(33,062)
Employee provisions	10	124,838	84,769
<b>TOTAL CURRENT LIABILITIES</b>		<b>850,266</b>	<b>526,635</b>
<b>NON-CURRENT LIABILITIES</b>			
Employee provisions	10	-	-
<b>TOTAL NON-CURRENT LIABILITIES</b>		<b>-</b>	<b>-</b>
<b>TOTAL LIABILITIES</b>		<b>850,266</b>	<b>526,635</b>
<b>NET ASSETS</b>		<b>6,704,692</b>	<b>7,671,729</b>
<b>EQUITY</b>			
Retained surplus		6,745,693	7,712,730
Reserves		-	-
Assets revaluation reserve		(41,001)	(41,001)
<b>TOTAL EQUITY</b>		<b>6,704,692</b>	<b>7,671,729</b>

The accompanying notes form part of these financial statements.

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**STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 30 JUNE 2020**

	Note	Retained Surplus	Revaluation Surplus	Financial Assets Reserve	Total
		\$	\$	\$	\$
<b>Balance at 1 July 2018</b>		7,112,386	-	-	7,112,386
<b>Comprehensive Income</b>					
Surplus for the year attributable to owners of the entity		559,343			559,343
Other comprehensive income for the year	13	-			-
<b>Total comprehensive income attributable to owners of the entity</b>		559,343	-	-	559,343
<b>Balance at 30 June 2019</b>		7,671,729	-	-	7,671,729
<b>Balance at 1 July 2019</b>		7,671,729	-	-	7,671,729
<b>Comprehensive Income</b>					
Surplus for the year attributable to owners of the entity		(967,037)			(967,037)
Other comprehensive income for the year	13	-			-
<b>Total comprehensive income for the year</b>		(967,037)	-	-	(967,037)
<b>Balance at 30 June 2020</b>		6,704,692	-	-	6,704,692

For a description of each reserve, refer to Note 13.

The accompanying notes form part of these financial statements.

**HEAVY VEHICLE INDUSTRY AUSTRALIA**  
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**STATEMENT OF CASH FLOWS FOR THE YEAR ENDED 30 JUNE 2020**

	Note	2020	2019
		\$	\$
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>			
Commonwealth, state and local government grants		-	-
Receipts from donations, bequests and raffles		651,536	3,727,711
Payments to suppliers and employees		(1,546,982)	(3,359,210)
Short-term and low-value lease payments		-	-
Interest received		7,152	10,376
Dividends received		-	-
Managed funds income		217,627	156,081
GST collected on sale		49,818	99,466
GST paid on purchases		(6,809)	(144,873)
Interest paid		-	-
Net cash generated from operating activities		<u>(627,658)</u>	<u>489,551</u>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>			
Proceeds from sale of property, plant and equipment		-	-
Payment for property, plant and equipment		(22,582)	(60,972)
Proceeds from sale of investments in equity instruments designated as at fair value through other comprehensive income		-	-
Net cash used in investing activities		<u>(22,582)</u>	<u>(60,972)</u>
Net increase in cash held		(650,240)	428,579
Cash on hand at beginning of the financial year		1,054,193	625,614
Cash on hand at end of the financial year	3	<u>403,953</u>	<u>1,054,193</u>

The accompanying notes form part of these financial statements.

**HEAVY VEHICLE INDUSTRY AUSTRALIA**  
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**NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2020**

**Note 1      Summary of Significant Accounting Policies**

**Basis of Preparation**

Heavy Vehicle Industry Australia applies Australian Accounting Standards – Reduced Disclosure Requirements as set out in AASB 1053: Application of Tiers of Australian Accounting Standards.

The financial statements are general purpose financial statements that have been prepared in accordance with Australian Accounting Standards – Reduced Disclosure Requirements of the Australian Accounting Standards Board (AASB) and the Corporations Act 2001. The entity is a not-for-profit entity for financial reporting purposes under Australian Accounting Standards.

Australian Accounting Standards set out accounting policies that the AASB has concluded would result in financial statements containing relevant and reliable information about transactions, events and conditions. Compliance with Australian Accounting Standards ensures that the financial statements and notes also comply with International Financial Reporting Standards. Material accounting policies adopted in the preparation of the financial statements are presented below and have been consistently applied unless otherwise stated.

The financial statements, except for the cash flow information, have been prepared on an accrual basis and are based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and financial liabilities. The amounts presented in the financial statements have been rounded to the nearest dollar.

The financial statements were authorised for issue on 16th September 2020 by the directors of the company.

**Accounting Policies**

**(a) Revenue**

**Revenue recognition**

The entity has applied AASB 15: Revenue from Contracts with Customers (AASB 15) and AASB 1058: Income of Not-for-Profit Entities (AASB 1058) using the cumulative effective method of initially applying AASB 15 and AASB 1058 as an adjustment to the opening balance of equity at 1 July 2019. Therefore, the comparative information has not been restated and continues to be presented under AASB 118: Revenue and AASB 1004: Contributions. The details of accounting policies under AASB 118 and AASB 1004 are disclosed separately since they are different from those under AASB 15 and AASB 1058, and the impact of changes is disclosed in Note 1.

**In the current year**

**Contributed Assets**

The entity receives assets from the government and other parties for nil or nominal consideration in order to further its objectives. These assets are recognised in accordance with the recognition requirements of other applicable accounting standards (for example AASB 9, AASB 16, AASB 116 and AASB 138).

On initial recognition of an asset, the entity recognises related amounts being contributions by owners, lease liability, financial instruments, provisions, revenue or contract liability arising from a contract with a customer.

The entity recognises income immediately in profit or loss as the difference between initial carrying amount of the asset and the related amounts.

**Operating Grants, Donations and Bequests**

When the entity receives operating grant revenue, it assesses whether the contract is enforceable and has sufficiently specific performance obligations in accordance to AASB 15.

When both these conditions are satisfied, the entity:

- identifies each performance obligation relating to the grant;
- recognises a contract liability for its obligations under the agreement; and
- recognises revenue as it satisfies its performance obligations.

Where the contract is not enforceable or does not have sufficiently specific performance obligations, the entity:

- recognises the asset received in accordance with the recognition requirements of other applicable accounting standards (for example AASB 9, AASB 16, AASB 116 and AASB 138);
- recognises related amounts (being contributions by owners, lease liability, financial instruments, provisions, revenue or contract liability arising from a contract with a customer) recognised under other Australian Accounting Standards.

If a contract liability is recognised as a related amount above, the entity recognises income in profit or loss when or as it satisfies its obligations under the contract.

**Capital Grant**

When the entity receives a capital grant, it recognises a liability for the excess of the initial carrying amount of the financial asset received over any related amounts (being contributions by owners, lease liability, financial instruments, provisions, revenue or contract liability arising from a contract with a customer) recognised under other Australian Accounting Standards.

The entity recognises income in profit or loss when or as the entity satisfies its obligations under terms of the grant.

**Interest Income**

Interest income is recognised using the effective interest method.

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**Dividend Income**

The entity recognises dividends in profit or loss only when the entity's right to receive payment of the dividend is established. All revenue is stated net of the amount of goods and services tax.

**In the comparative period**

Non-reciprocal grant revenue is recognised in profit or loss when the entity obtains control of the grant and it is probable that the economic benefits gained from the grant will flow to the entity and the amount of the grant can be measured reliably.

If conditions are attached to the grant which must be satisfied before it is eligible to receive the contribution, the recognition of the grant as revenue will be deferred until those conditions are satisfied.

When grant revenue is received whereby the entity incurs an obligation to deliver economic value directly back to the contributor, this is considered a reciprocal transaction and the grant revenue is recognised in the statement of financial position as a liability until the service has been delivered to the contributor, otherwise the grant is recognised as income on receipt.

Heavy Vehicle Industry Australia receives non-reciprocal contributions of assets from the government and other parties for zero or a nominal value. These assets are recognised at fair value on the date of acquisition in the statement of financial position, with a corresponding amount of income recognised in profit or loss.

Donations and bequests are recognised as revenue when received.

Interest revenue is recognised using the effective interest method, which for floating rate financial assets is the rate inherent in the instrument. Dividend revenue is recognised when the right to receive a dividend has been established.

Revenue from the rendering of a service is recognised upon the delivery of the service to the customers.

All revenue is stated net of the amount of goods and services tax.

**(b) Inventories**

Inventories held for sale, if any, are measured at the lower of cost and net realisable value. Inventories held for distribution are measured at cost adjusted, when applicable, for any loss of service potential.

Inventories acquired at no cost, or for nominal consideration, are valued at the current replacement cost as at the date of acquisition.

**(c) Property, Plant and Equipment**

Each class of property, plant and equipment is carried at cost or fair value as indicated, less, where applicable, accumulated depreciation and any impairment losses.

**Freehold Property**

Freehold land and buildings are shown at their fair value based on periodic, but at least triennial, valuations by external independent valuers, less subsequent depreciation for buildings.

In periods when the freehold land and buildings are not subject to an independent valuation, the directors conduct directors' valuations to ensure the carrying amount for the land and buildings is not materially different to the fair value.

Increases in the carrying amount arising on revaluation of land and buildings are recognised in other comprehensive income and accumulated in the revaluation surplus in equity. Revaluation decreases that offset previous increases of the same class of assets shall be recognised in other comprehensive income under the heading of revaluation surplus. All other decreases are recognised in profit or loss.

Any accumulated depreciation at the date of the revaluation is eliminated against the gross carrying amount of the asset and the net amount is restated to the revalued amount of the asset.

Freehold land and buildings that have been contributed at no cost, or for nominal cost, are initially recognised and measured at the fair value of the asset at the date it is acquired.

**Plant and Equipment**

Plant and equipment are measured on the cost basis and are therefore carried at cost less accumulated depreciation and any accumulated impairment losses. In the event the carrying amount of plant and equipment is greater than the estimated recoverable amount, the carrying amount is written down immediately to the estimated recoverable amount and impairment losses are recognised either in profit or loss or as a revaluation decrease if the impairment losses relate to a revalued asset. A formal assessment of recoverable amount is made when impairment indicators are present (refer to Note 1(f) for details of impairment).

Plant and equipment that have been contributed at no cost, or for nominal cost, are valued and recognised at the fair value of the asset at the date it is acquired.

**Depreciation**

The depreciable amount of all fixed assets, including buildings and capitalised lease assets but excluding freehold land, is depreciated on a straight-line basis over the asset's useful life to the entity commencing from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful lives of the improvements.

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The depreciation rates used for each class of depreciable assets are:

Class of Fixed Asset	Depreciation Rate
Plant and Equipment	15.00% - 50.00%
Fixtures, Fittings and Signages	5.00% - 20.00%
Motor Vehicles	15.00% - 25.00%

The assets' residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period.

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains or losses are recognised in profit or loss in the period in which they arise. Gains are not classified as revenue. When revalued assets are sold, amounts included in the revaluation surplus relating to that asset are transferred to retained earnings.

**(d) Leases**

**The entity as lessee**

At inception of a contract, the entity assesses if the contract contains or is a lease. If there is a lease present, a right-of-use asset and a corresponding lease liability is recognised by the entity where the entity is a lessee. However all contracts that are classified as short-term leases (lease with remaining lease term of 12 months or less) and leases of low value assets are recognised as an operating expense on a straight-line basis over the term of the lease.

Initially the lease liability is measured at the present value of the lease payments still to be paid at commencement date. The lease payments are discounted at the interest rate implicit in the lease. If this rate cannot be readily determined, the entity uses the incremental borrowing rate.

Lease payments included in the measurement of the lease liability are as follows:

- fixed lease payments less any lease incentives;
- variable lease payments that depend on an index or rate, initially measured using the index or rate at the commencement;
- the amount expected to be payable by the lessee under residual value guarantees;
- the exercise price of purchase options, if the lessee is reasonably certain to exercise the options;
- lease payments under extension options if lessee is reasonably certain to exercise the options; and
- payments of penalties for terminating the lease, if the lease term reflects the exercise of an option to terminate the lease.

The right-of-use assets comprise the initial measurement of the corresponding lease liability as mentioned above, any lease payments made at or before the commencement date as well as any initial direct costs. The subsequent measurement of the right-of-use assets is at cost less accumulated depreciation and impairment losses.

Right-of-use assets are depreciated over the lease term or useful life of the underlying asset whichever is the shortest. Where a lease transfers ownership of the underlying asset or the cost of the right-of-use asset reflects that the entity anticipates to exercise a purchase option, the specific asset is depreciated over the useful life of the underlying asset.

Rental income due under finance leases are recognised as receivables at the amount of the entity's net investment in the leases.

When a contract is determined to include lease and non-lease components, the entity applies AASB 15 to allocate the consideration under the contract to each component.

**(e) Financial Instruments**

*Initial recognition and measurement*

Financial assets and financial liabilities are recognised when the entity becomes a party to the contractual provisions to the instrument. For financial assets, this is the date that the entity commits itself to either the purchase or sale of the asset (i.e. trade date accounting is adopted).

Financial instruments (except for trade receivables) are initially measured at fair value plus transaction costs, except where the instrument is classified as "at fair value through profit or loss", in which case transaction costs are expensed to profit or loss immediately. Where available, quoted prices in an active market are used to determine fair value. In other circumstances, valuation techniques are adopted.

Trade receivables are initially measured at the transaction price if the trade receivables do not contain a significant financing component or if the practical expedient was applied as specified in AASB 15: Revenue from Contracts with Customers.

**Classification and subsequent measurement**

*Financial liabilities*

Financial liabilities are subsequently measured at:

- amortised cost; or
- fair value through profit or loss.

A financial liability is measured at fair value through profit or loss if the financial liability is:

- a contingent consideration of an acquirer in a business combination to which AASB 3: Business Combinations applies;
- held for trading; or
- initially designated as at fair value through profit or loss.

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All other financial liabilities are subsequently measured at amortised cost using the effective interest method.

The effective interest method is a method of calculating the amortised cost of a debt instrument and of allocating interest expense over in profit or loss over the relevant period.

The effective interest rate is the internal rate of return of the financial asset or liability. That is, it is the rate that exactly discounts the estimated future cash flows through the expected life of the instrument to the net carrying amount at initial recognition.

A financial liability is held for trading if it is:

- incurred for the purpose of repurchasing or repaying in the near term;
- part of a portfolio where there is an actual pattern of short-term profit-taking; or
- a derivative financial instrument (except for a derivative that is in a financial guarantee contract or a derivative that is in effective hedging relationships).

Any gains or losses arising on changes in fair value are recognised in profit or loss to the extent that they are not part of a designated hedging relationship.

The change in fair value of the financial liability attributable to changes in the issuer's credit risk is taken to other comprehensive income and is not subsequently reclassified to profit or loss. Instead, it is transferred to retained earnings upon derecognition of the financial liability.

**Derecognition**

Derecognition refers to the removal of a previously recognised financial asset or financial liability from the statement of financial position.

*Derecognition of financial liabilities*

A liability is derecognised when it is extinguished (i.e. when the obligation in the contract is discharged, cancelled or expires). An exchange of an existing financial liability for a new one with substantially modified terms, or a substantial modification to the terms of a financial liability, is treated as an extinguishment of the existing liability and recognition of a new financial liability.

The difference between the carrying amount of the financial liability derecognised and the consideration paid and payable, including any non-cash assets transferred or liabilities assumed, is recognised in profit or loss.

*Derecognition of financial assets*

A financial asset is derecognised when the holder's contractual rights to its cash flows expires, or the asset is transferred in such a way that all the risks and rewards of ownership are substantially transferred.

All the following criteria need to be satisfied for the derecognition of a financial asset:

- the right to receive cash flows from the asset has expired or been transferred;
- all risk and rewards of ownership of the asset have been substantially transferred; and
- the entity no longer controls the asset (i.e. has no practical ability to make unilateral decision to sell the asset to a third party).

*General approach*

Under the general approach, at each reporting period, the entity assesses whether the financial instruments are credit-impaired, and:

- if the credit risk of the financial instrument has increased significantly since initial recognition, the entity measures the loss allowance of the financial instruments at an amount equal to the lifetime expected credit losses; and
- if there is no significant increase in credit risk since initial recognition, the entity measures the loss allowance for that financial instrument at an amount equal to 12-month expected credit losses.

*Simplified approach*

The simplified approach does not require tracking of changes in credit risk at every reporting period, but instead requires the recognition of lifetime expected credit loss at all times.

This approach is applicable to:

- trade receivables; and
- lease receivables.

In measuring the expected credit loss, a provision matrix for trade receivables was used taking into consideration various data to get to an expected credit loss (i.e. diversity of its customer base, appropriate groupings of its historical loss experience, etc.).

*Purchased or originated credit-impaired approach*

For financial assets that are considered to be credit-impaired (not on acquisition or originations), the entity measured any change in its lifetime expected credit loss as the difference between the asset's gross carrying amount and the present value of estimated future cash flows discounted at the financial asset's original effective interest rate. Any adjustment is recognised in profit or loss as an impairment gain or loss.

Evidence of credit impairment includes:

- significant financial difficulty of the issuer or borrower;
- a breach of contract (e.g. default or past due event);

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- a lender has granted to the borrower a concession, due to the borrower's financial difficulty, that the lender would not otherwise consider;
- the likelihood that the borrower will enter bankruptcy or other financial reorganisation; and
- the disappearance of an active market for the financial asset because of financial difficulties.

*Low credit risk operational simplification approach*

If a financial asset is determined to have low credit risk at the initial reporting date, the entity assumed that the credit risk has not increased significantly since initial recognition and, accordingly, can continue to recognise a loss allowance of 12-month expected credit loss.

In order to make such a determination that the financial asset has low credit risk, the entity applied its internal credit risk ratings or other methodologies using a globally comparable definition of low credit risk.

A financial asset is considered to have low credit risk if:

- there is a low risk of default by the borrower;
- the borrower has a strong capacity to meet its contractual cash flow obligations in the near term; and
- adverse changes in economic and business conditions in the longer term, may, but not necessarily, reduce the ability of the borrower to fulfil its contractual cash flow obligations.

A financial asset is not considered to carry low credit risk merely due to existence of collateral, or because a borrower has a lower risk of default than the risk inherent in the financial assets, or relative to the credit risk of the jurisdiction in which it operates.

**Recognition of expected credit losses in financial statements**

At each reporting date, the entity recognises the movement in the loss allowance as an impairment gain or loss in the statement of profit and loss and other comprehensive income.

The carrying amount of financial assets measured at amortised cost includes the loss allowance relating to that asset.

Assets measured at fair value through other comprehensive income are recognised at fair value with changes in fair value recognised in other comprehensive income. The amount in relation to change in credit risk is transferred from other comprehensive income to profit or loss at every reporting period.

For financial assets that are unrecognised (e.g. loan commitments yet to be drawn, financial guarantees), a provision for loss allowance is created in the statement of financial position to recognise the loss allowance.

**(f) Impairment of Assets**

At the end of each reporting period, the entity reviews the carrying amounts of its tangible and intangible assets to determine whether there is any indication that those assets have been impaired. If such an indication exists, the recoverable amount of the asset, being the higher of the asset's fair value less costs of disposal and value in use, is compared to the asset's carrying amount. Any excess of the asset's carrying amount over its recoverable amount is recognised in profit or loss.

Where the assets are not held primarily for their ability to generate net cash inflows – that is, they are specialised assets held for continuing use of their service capacity – the recoverable amounts are expected to be materially the same as fair value.

Where it is not possible to estimate the recoverable amount of an individual asset, the entity estimates the recoverable amount of the cash-generating unit to which the asset belongs.

Where an impairment loss on a revalued individual asset is identified, this is recognised against the revaluation surplus in respect of the same class of asset to the extent that the impairment loss does not exceed the amount in the revaluation surplus for that class of asset.

**(g) Employee Benefits**

**Short-term employee benefits**

Provision is made for the company's obligation for short-term employee benefits. Short-term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly within 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave. Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled.

The company's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as part of current trade and other payables in the statement of financial position.

**Other long-term employee benefits**

The entity classifies employees' long service leave and annual leave entitlements as other long-term employee benefits as they are not expected to be settled wholly within 12 months after the end of the annual reporting period in which the employees render the related service. Provision is made for the company's obligation for other long-term employee benefits, which are measured at the present value of the expected future payments to be made to employees. Expected future payments incorporate anticipated future wage and salary levels, durations of service and employee departures, and are discounted at rates determined by reference to market yields at the end of the reporting period on high quality corporate bonds that have maturity dates that approximate the terms of the obligations. Upon the remeasurement of obligations for other long-term employee benefits, the net change in the obligation is recognised in profit or loss classified under employee benefits expense.

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The company's obligations for long-term employee benefits are presented as non-current liabilities in its statement of financial position, except where the entity does not have an unconditional right to defer settlement for at least 12 months after the end of the reporting period, in which case the obligations are presented as current liabilities.

**Retirement benefit obligations**

*Defined contribution superannuation benefits*

All employees of the entity receive defined contribution superannuation entitlements, for which the entity pays the fixed superannuation guarantee contribution (currently 9.5% of the employee's average ordinary salary) to the employee's superannuation fund of choice. All contributions in respect of employees' defined contribution entitlements are recognised as an expense when they become payable. The company's obligation with respect to employees' defined contribution entitlements is limited to its obligation for any unpaid superannuation guarantee contributions at the end of the reporting period. All obligations for unpaid superannuation guarantee contributions are measured at the (undiscounted) amounts expected to be paid when the obligation is settled and are presented as current liabilities in the company's statement of financial position.

**(h) Cash and Cash Equivalents**

Cash and cash equivalents include cash on hand, deposits held at-call with banks, other short-term highly liquid investments with original maturities of three months or less, and bank overdrafts. Bank overdrafts are shown within short-term borrowings in current liabilities on the statement of financial position.

**(i) Trade and Other Debtors**

Trade and other debtors include amounts due from members as well as amounts receivable from customers for goods sold.

Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets.

Accounts receivable are initially recognised at fair value and subsequently measured at amortised cost using the effective interest method, less any provision for impairment. Refer to Note 1(f) for further discussion on the determination of impairment losses.

**(j) Goods and Services Tax (GST)**

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO).

Receivables and payables are stated inclusive of the amount of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with other receivables or payables in the statement of financial position.

Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows included in receipts from customers or payments to suppliers.

**(k) Income Tax**

No provision for income tax has been raised as the entity is exempt from income tax under Div 50 of the Income Tax Assessment Act 1997.

**(l) Intangible Assets**

**Software**

Software is initially recognised at cost. It has a finite life and is carried at cost less any accumulated amortisation and impairment losses.

**(m) Provisions**

Provisions are recognised when the entity has a legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured. Provisions recognised represent the best estimate of the amounts required to settle the obligation at the end of reporting period.

**(n) Comparative Figures**

When required by Accounting Standards comparative figures have been adjusted to conform to changes in presentation for the current financial year.

**(o) Critical Accounting Estimates and Judgements**

The directors evaluate estimates and judgements incorporated into the financial statements based on historical knowledge and best available current information. Estimates assume a reasonable expectation of future events and are based on current trends and economic data, obtained both externally and within the company.

**Key estimates**

*(i) Valuation of freehold land and buildings*

The freehold land and buildings were independently valued at 22 February 2018 by Harley Property Valuations. The valuation was based on the fair value less cost to sell. The critical assumptions adopted in determining the valuation included the location of the land and buildings, the current strong demand for land and buildings in the area and recent sales data for similar properties. The valuation resulted in a revaluation decrement of \$56,495 being recognised for the year ended 30 June 2018.

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At 30 June 2020 the directors have performed a directors' valuation on the freehold land and buildings. The directors have reviewed the key assumptions adopted by the valuers in 2019 and do not believe there has been a significant change in the assumptions at 30 June 2020. They directors therefore believe the carrying amount of the land correctly reflects the fair value less costs to sell at 30 June 2020.

*(ii) Useful lives of property, plant and equipment*

As described in Note 1, the entity reviews the estimated useful lives of property, plant and equipment at the end of each annual reporting period.

**Key judgements**

*(i) Performance obligations under AASB 15*

To identify a performance obligation under AASB 15, the promise must be sufficiently specific to be able to determine when the obligation is satisfied. Management exercises judgement to determine whether the promise is sufficiently specific by taking into account any conditions specified in the arrangement, explicit or implicit, regarding the promised goods or services. In making this assessment, management includes the nature/ type, cost/ value, quantity and the period of transfer related to the goods or services promised.

*(ii) Lease term and Option to Extend under AASB 16*

The lease term is defined as the non-cancellable period of a lease together with both periods covered by an option to extend the lease if the lessee is reasonably certain to exercise that option; and also periods covered by an option to terminate the lease if the lessee is reasonably certain not to exercise that option. The options that are reasonably going to be exercised is a key management judgement that the entity will make. The entity determines the likelihood to exercise the options on a lease-by-lease basis looking at various factors such as which assets are strategic and which are key to future strategy of the entity.

*(iii) Employee benefits*

For the purpose of measurement, AASB 119: Employee Benefits defines obligations for short-term employee benefits as obligations expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service. As the entity expects that most employees will not use all of their annual leave entitlements in the same year in which they are earned or during the 12-month period that follows (despite an informal internal policy that requires annual leave to be used within 18 months), the directors believe that obligations for annual leave entitlements satisfy the definition of other long-term employee benefits and, therefore, are required to be measured at the present value of the expected future payments to be made to employees.

**(p) Economic Dependence**

The entity is dependent on its bi-annual Brisbane Truck Show for the majority of its revenue but membership is also a substantial part of its revenue used to operate the business. At the date of this report the Board of Directors has no reason to believe the members will not continue to support the entity.

**(q) Fair Value of Assets and Liabilities**

The entity measures some of its assets and liabilities at fair value on either a recurring or non-recurring basis, depending on the requirements of the applicable Accounting Standard.

"Fair value" is the price the entity would receive to sell an asset or would have to pay to transfer a liability in an orderly (i.e. unforced) transaction between independent, knowledgeable and willing market participants at the measurement date.

As fair value is a market-based measure, the closest equivalent observable market pricing information is used to determine fair value. Adjustments to market values may be made having regard to the characteristics of the specific asset or liability. The fair values of assets and liabilities that are not traded in an active market are determined using one or more valuation techniques. These valuation techniques maximise, to the extent possible, the use of observable market data.

To the extent possible, market information is extracted from the principal market for the asset or liability (i.e. the market with the greatest volume and level of activity for the asset or liability). In the absence of such a market, market information is extracted from the most advantageous market available to the entity at the end of the reporting period (i.e. the market that maximises the receipts from the sale of the asset or minimises the payments made to transfer the liability, after taking into account transaction costs and transport costs).

For non-financial assets, the fair value measurement also takes into account a market participant's ability to use the asset in its highest and best use or to sell it to another market participant that would use the asset in its highest and best use.

The fair value of liabilities and the entity's own equity instruments (if any) may be valued, where there is no observable market price in relation to the transfer of such financial instrument, by reference to observable market information where such instruments are held as assets. Where this information is not available, other valuation techniques are adopted and where significant, are detailed in the respective note to the financial statements.

**(r) New and Amended Accounting Standards Adopted by the Company**

**Initial application of AASB 15 and AASB 1058**

The entity has applied AASB 15: Revenue from Contracts with Customers and AASB 1058: Income of Not-for-Profit Entities using the cumulative effective method of initially applying AASB 15 and AASB 1058 as an adjustment to the opening balance of equity at 1 July 2019. Therefore, the comparative information has not been restated and continues to be presented under AASB 118: Revenue and AASB 1004: Contributions.

**HEAVY VEHICLE INDUSTRY AUSTRALIA**  
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**NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2020**

The entity has elected to apply AASB 1058 retrospectively only to contracts that are not completed contracts at the date of initial application. There was no adjustment to opening retained surplus on 1 July 2019 and no classification change was necessary as a contract liability in line with wording used in AASB 15.

**Note 2 Surplus for the year**

	2020 \$	2019 \$
Employee benefits expense:		
— Employee	1,342,364	1,281,700
Total employee benefits expense	<u>1,342,364</u>	<u>1,281,700</u>
Depreciation and amortisation:		
— motor vehicles	-	-
— furniture and equipment	6,937	3,074
— software	7,171	7,345
— plant & equipment	14,242	13,136
Total depreciation and amortisation	<u>28,350</u>	<u>23,556</u>
Audit fees:		
— audit services	5,750	5,750
— taxation services	-	-
Total audit remuneration	<u>5,750</u>	<u>5,750</u>

**Note 3 Cash and Cash Equivalents**

	2020 \$	2019 \$
<b>CURRENT</b>		
Cash at bank	213,924	155,690
Cash on hand	400	400
Macquarie cash management account	189,629	191,326
Term Deposit	-	706,777
Total cash on hand as stated in the statement of financial position and statement of cash flows	<u>403,953</u>	<u>1,054,193</u>

**Note 4 Trade and Other Receivables**

	Note	2020 \$	2019 \$
<b>CURRENT</b>			
Trade debtors		320,052	406,203
Sundry debtors		-	-
Total current accounts receivable and other debtors		<u>320,052</u>	<u>406,203</u>

The entity's normal credit term is 30 days.

**Note 5 Other Assets**

	2020 \$	2019 \$
Accrued Income	-	-
Prepayments	124,489	19,833
	<u>124,489</u>	<u>19,833</u>

**Note 6 Financial Assets**

**Managed Fund Distributions**

Income (distributions and linked Cash Management Account interest) for the year was \$217,627 compared to \$156,081 in 2019.

The company maintains a portfolio of securities with a carrying value of \$3,289,158 at the end of the reporting period. The market value of the Indexed Australian Share Funds is quoted from the Fund Distribution Statements of the fund manager as at 30 June 2020. The total market value of all the funds held at 30 June 2019 was \$3,271,290. The market value at 30 June 2020 has decreased in value by \$151,188 to \$3,120,102.

**HEAVY VEHICLE INDUSTRY AUSTRALIA**  
**ABN: 66 009 819 756**  
**NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2020**

	Note	2020	Market Value
		\$	\$
<b>Held-to-maturity investments</b>			
Artium Evol Series Div Fund		2,190,462	2,155,197
Russell Growth Fund		1,098,696	964,905
		<b>3,289,158</b>	<b>3,120,102</b>

**Note 7 Property, Plant and Equipment**

		2020	2019
		\$	\$
<b>LAND AND BUILDINGS</b>			
Unit 1 / 115 Bluestone Circuit		1,260,000	1,260,000
Unit 2 / 115 Bluestone Circuit		1,171,000	1,171,000
Unit 3 / 115 Bluestone Circuit		872,000	872,000
Total buildings		<b>3,303,000</b>	<b>3,303,000</b>
Total land and buildings		<b>3,303,000</b>	<b>3,303,000</b>
<b>PLANT AND EQUIPMENT</b>			
Plant and equipment			
At cost		188,965	204,934
(Accumulated depreciation)		(115,665)	(125,501)
		<b>73,300</b>	<b>79,433</b>
Plant (Other)			
At cost		32,381	32,381
(Accumulated depreciation)		(8,874)	(7,194)
		<b>23,507</b>	<b>25,187</b>
Motor vehicles			
At cost		-	-
(Accumulated depreciation)		-	-
		-	-
Fixture & Fitting			
At cost		7,569	7,569
(Accumulated depreciation)		(5,106)	(4,879)
		<b>2,463</b>	<b>2,690</b>
Signage			
At cost		25,069	25,069
(Accumulated depreciation)		(10,033)	(6,402)
		<b>15,036</b>	<b>18,667</b>
Total plant and equipment		<b>114,306</b>	<b>125,977</b>
Total property, plant and equipment		<b>3,417,306</b>	<b>3,428,977</b>

**Note 8 Trade and Other Payables**

	Note	2020	2019
		\$	\$
<b>CURRENT</b>			
Trade creditors		13,299	74,392
Sundry creditors		286	2,228
Memberships in advance		311,691	322,695
Income received in advance		202,641	15,000
Rental bonds held		40,743	22,500
Sinking fund - body corporate		29,012	29,012
Unexpected grant		-	9,100
Other creditors		<b>2,097</b>	-
	8a	<b>599,769</b>	<b>474,928</b>

**HEAVY VEHICLE INDUSTRY AUSTRALIA**  
**ABN: 66 009 819 756**  
**NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2020**

**Note 9 Tax Liabilities**

	Note	2020 \$	2019 \$
<b>CURRENT</b>			
GST liability		43,010	(45,396)
FBT liability		(30,364)	(21,784)
Amount withheld from salary and wages		27,504	34,117
ATO - ICA liability		85,509	-
<b>TOTAL CURRENT TAX LIABILITIES</b>		<b>125,659</b>	<b>(33,062)</b>

The entity is entitled to the Cash Flow Boost Covid-19 Government assistance which will eliminate the current balance of \$85,509 owing to the Australia Taxation Office. As at 31 August 2020 an amount of \$75,000 was received as a credit against the debt and a further \$25,000 is expected to be received in the following two months which will eliminate the current amount owing.

**Note 10 Provisions**

	2020	2019
<b>CURRENT</b>	\$	\$
Provision for employee benefits: annual leave	77,199	68,297
Provision for employee benefits: long service leave	47,639	16,472
	<b>124,838</b>	<b>84,769</b>
<b>NON-CURRENT</b>		
Provision for employee benefits: long service leave	-	-
	<b>124,838</b>	<b>84,769</b>

**Analysis of total provisions:**

	Employee Benefits	Total
Opening balance at 1 July 2019	84,769	84,769
Additional provisions raised during the year	40,069	40,069
Amounts used	-	-
Balance at 30 June 2020	<b>124,838</b>	<b>124,838</b>

**Provision for employee benefits**

Provision for employee benefits represents amounts accrued for annual leave and long service leave.

The current portion for this provision includes the total amount accrued for annual leave entitlements and the amounts accrued for long service leave entitlements that have vested due to employees having completed the required period of service. Based on past experience, the entity does not expect the full amount of annual leave or long service leave balances classified as current liabilities to be settled within the next 12 months. However, these amounts must be classified as current liabilities since the entity does not have an unconditional right to defer the settlement of these amounts in the event employees wish to use their leave entitlement.

The non-current portion for this provision includes amounts accrued for long service leave entitlements that have not yet vested in relation to those employees who have not yet completed the required period of service.

In calculating the present value of future cash flows in respect of long service leave, the probability of long service leave being taken is based upon historical data. The measurement and recognition criteria for employee benefits have been discussed in Note 1(h).

**Note 11 Events After the Reporting Period**

The directors are not aware of any significant events since the end of the reporting period.

**Note 12 Financial Risk Management**

The entity's financial instruments consist mainly of deposits with banks, local money market instruments, short-term and long-term investments, accounts receivable and payable, and lease liabilities.

The totals for each category of financial instruments, measured in accordance with AASB 9: *Financial Instruments* as detailed in the accounting policies to these financial statements, are as follows:

	Note	2020 \$	2019 \$
<b>Financial assets</b>			
— cash and cash equivalents	3	403,953	1,054,193
— trade and other receivables	4	320,052	406,203
— government and fixed interest securities	6		
— other	6	3,289,158	3,289,158
<b>Total financial assets</b>		<b>4,013,163</b>	<b>4,749,554</b>

**HEAVY VEHICLE INDUSTRY AUSTRALIA**  
**ABN: 66 009 819 756**  
**NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2020**

**Financial liabilities**

Financial liabilities at amortised cost:

— trade and other payables	8a	599,769	474,928
— tax liabilities		125,659	(33,062)
<b>Total financial liabilities</b>		<b>725,428</b>	<b>441,865</b>

The entity secured a \$250,000 redraw facility with the Commonwealth Bank of Australia on 26 June 2020. The interest rate is 4.5% and the term of the loan is 3 years ending 26 June 2023. The balance of the loan at 30 June 2020 is Nil with the \$250,000 available for redraw at 30 June 2020.

**Note 13 Reserves**

a. **Revaluation Surplus**

The revaluation surplus records revaluations of non-current assets. Where revaluations are deemed to represent profits of a permanent nature, dividends may be declared from this reserve.

**Note 14 Reconciliation of liabilities from financing cash flows**

	2020 \$	2019 \$
<b>a. Reconciliation of Cash Flows from Operating Activities with Net Current Year Surplus</b>		
Net current year surplus	(967,037)	559,343
Adjustment for:		
Depreciation and amortisation expense	28,350	23,556
	<u>(938,687)</u>	<u>582,899</u>
<b>Adjustment for asset disposal</b>		
(Gain)/ loss on disposal of property, plant and equipment	5,958	-
<b>(Increase)/Decrease in assets</b>		
Debtors	86,151	(196,157)
Prepayments	(104,656)	59,132
Security deposit	-	6,444
Other current assets		
<b>Increase/(Decrease) in liabilities</b>		
Creditors	(63,034)	68,605
Bonds & deposits	18,243	1,790
PAYG withholding tax	(6,613)	12,558
Provision for employee entitlements	40,069	(62,736)
Memberships in advance	(11,005)	83,994
Income received in advance	187,641	15,000
GST liability	88,405	(65,698)
FBT liability	(8,580)	(8,580)
Other payables	78,450	(7,700)
	<u>(627,658)</u>	<u>489,551</u>

**Note 15 Entity Details**

The registered office of the entity is:

Heavy Vehicle Industry Australia  
 2/115 Bluestone Circuit, Seventeen Mile Rocks  
 Queensland Australia

The principal place of business is:

Heavy Vehicle Industry Australia  
 2/115 Bluestone Circuit, Seventeen Mile Rocks  
 Queensland Australia

**Note 16 Members' Guarantee**

The liability of the members is limited. Every member of the Company undertakes to contribute to the assets of the Company, in the event of the same being wound up while he is a member, or within one year after he ceases to be a member, for payment of the debts and liabilities of the Company contracted before he ceases to be member, and of the costs, charges, and expenses of winding up and for adjustment of the rights of the contributors among themselves, such amount as may be required not exceeding twenty dollars (\$20.00).

**HEAVY VEHICLE INDUSTRY AUSTRALIA**  
**ABN: 66 009 819 756**  
**DIRECTORS' DECLARATION**

In accordance with a resolution of the directors of Heavy Vehicle Industry Australia, the directors of the entity declare that:

1. The financial statements and notes, as set out on pages 5 to 19, are in accordance with the Australian Charities and Not-for-profits Commission Act 2012 and:
  - (a) comply with Australian Accounting Standards - Reduced Disclosure Requirements; and
  - (b) give a true and fair view of the financial position of the registered entity as at 30 June 2020 and of its performance for the year ended on that date.
2. There are reasonable grounds to believe that the registered entity will be able to pay its debts as and when they become due and payable.

This declaration is signed in accordance with subs 60.15(2) of the Australian Charities and Not-for-profits Commission Regulation 2013.

Director



*John Drake*

Dated this 16th day of September 2020

**HEAVY VEHICLE INDUSTRY AUSTRALIA**  
**ABN: 66 009 819 756**  
**INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF**  
**HEAVY VEHICLE INDUSTRY AUSTRALIA**

**Opinion**

We have audited the financial report of Heavy Vehicle Industry Australia (the Entity), which comprises the statement of financial position as at 30 June 2020, the statement of profit or loss and other comprehensive income, statement of changes in equity and statement of cash flows for the year then ended and notes to the financial statements, including a summary of significant accounting policies and the directors' declaration.

In our opinion, the accompanying financial report of the Entity is in accordance with the Corporations Act 2001, including:

- i. giving a true and fair view of the entity's financial position as at 30 June 2020 and of its financial performance for the year then ended; and
- ii. complying with Australian Accounting Standards – Reduced Disclosure Requirements and the Corporations Regulations 2001.

**Basis for Opinion**

We conducted our audit in accordance with Australian Auditing Standards. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Report section of our report. We are independent of the entity in accordance with the auditor independence requirements of the Corporations Act 2001 and the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110: Code of Ethics for Professional Accountants (the Code) that are relevant to our audit of the financial report in Australia. We have also fulfilled our other ethical responsibilities in accordance with the Code.

**Information Other than the Financial Report and Auditor's Report Thereon**

The directors are responsible for the other information. The other information comprises the information included in the entity's annual report for the year ended 30 June 2020, but does not include the financial report and our auditor's report thereon.

Our opinion on the financial report does not cover the other information and accordingly we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial report, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial report or our knowledge obtained in the audit or otherwise appears to be materially misstated.

If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

**Responsibilities of the Directors for the Financial Report**

The directors of the entity are responsible for the preparation of the financial report that gives a true and fair view in accordance with Australian Accounting Standards – Reduced Disclosure Requirements and the Corporations Act 2001 and for such internal control as the directors determine is necessary to enable the preparation of the financial report that gives a true and fair view and is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the directors are responsible for assessing the entity's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the directors either intend to liquidate the entity or to cease operations, or have no realistic alternative but to do so.

**Auditor's Responsibilities for the Audit of the Financial Report**

Our objectives are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

As part of an audit in accordance with the Australian Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the directors.

**HEAVY VEHICLE INDUSTRY AUSTRALIA**  
**ABN: 66 009 819 756**  
**INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF**  
**HEAVY VEHICLE INDUSTRY AUSTRALIA**

- Conclude on the appropriateness of the directors' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the entity to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

We communicate with the directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Auditor's name and signature: Raju Prabhu 

Name of firm: KBP Audit Services

Address: Level 9, Toowong Tower  
9 Sherwood Road,  
Toowong QLD 4066

Dated this 16th day of September 2020

# HVIA MEMBERS

## CORPORATE MEMBERS

as at 16<sup>th</sup> September 2020

### A

Action Auto Electrics Pty Ltd  
Action Mechanical Specialists Pty Ltd  
Adtrans Corporation Pty Ltd  
AH Peters Picca Bodies  
Air Brake Corporation of Australia Pty Ltd  
Air Brake Services & Trailquip  
Air Brake Systems Pty Ltd  
Air CTI  
Air Tarps Australia  
Airbag Man  
Airtac Corporation Pty Ltd  
Alemlube Pty Limited  
All Vehicle Compliances  
Allweld Manufacturing Pty Ltd  
Arrow Tyre Distributors  
ASET Services  
ATB Engineering Pty Ltd  
Australian Timken Proprietary Limited  
Australian Trailer Manufacturers Pty Ltd  
Australian Truck & Trailer Parts

### B

Barker Trailers  
Barry Stoodley Pty Ltd  
Bauer Media Group Pty Limited  
Bearing Thermal Resources  
Beavertail Trailers  
Big Wheels Truck Alignment  
Borcat Trailers Pty Ltd  
BPW Transpec Pty Ltd  
Bridgestone Australia Ltd  
Brimarco  
Brisbane Isuzu  
BriskAir  
Bruce Rock Engineering  
Bulk Transport Equipment Pty Ltd  
Byrne Trailers Pty Ltd

### C

Cablecraft Australia Pty Ltd  
Capral Aluminium  
Carey Industrial Pty Ltd  
Carmate Electronics Pty Ltd  
Carrier Transicold Australia  
Chiefs Australia  
Chris's Body Builders

CIMC Vehicle Australia Pty Ltd  
Clark Equipment Sales Pty Ltd  
CMV Group  
Commercial Vehicle Design Services P/L  
Complete Steering Australia Pty Ltd  
Consolidated Tyre Company Pty Ltd  
Convair Engineering Pty Ltd  
Corghi Australia  
Crane Co Holdings Pty Ltd  
Cummins South Pacific Pty Ltd  
CustomAir

### D

Daimler Truck & Bus Australia Pacific P/L  
Daimler Trucks Brisbane  
Dana Australia Pty Ltd  
D'Angelo Engineering Pty Limited  
Daysworth International Pty Ltd  
DHollandia Australia Pty Ltd  
Drake Trailers Pty Ltd

### E

East-West Trailers Pty Ltd  
Eaton Vehicle Group  
ECB Pty Ltd  
Ekebol Pty Ltd  
E-T-A Electro Technical Applications P/L  
Ethical Development Pty Ltd  
Evolving Workshop Technologies Pty Ltd

### F

Felco Manufacturing Pty Ltd  
Fibreglass Transport Equipment Pty Ltd  
Findlay Import and Trade  
FleetSafe  
Forest Centre (Aust) Pty Ltd  
FUWA K Hitch (Australia) Pty Ltd

### G

Geotab  
GFR Industries  
GMT Autospares  
Gough Transport Solutions  
Graham Lusty Trailers  
Grant Engineered Pty Ltd  
Gulf Western Oil

### H

Hace Industries Pty Ltd  
Haldex Brake Products Pty Ltd  
Hammar Australia Pty Limited  
Hartex Engineering & Installation Services Pty Limited  
Haulmark Trailers (Australia) Pty Ltd  
Haultech Engineering Pty Ltd  
Hella Australia Pty Ltd  
Hendrickson Asia Pacific Pty Ltd  
Hercules (Qld) Pty Ltd  
HIAB  
Hino Motor Sales Australia Pty Ltd  
Holmwood Highgate (Aust) Pty Ltd  
Howard Porter  
Howmet Wheel Systems Australia P/L  
Hydrex Hydraulics Pty Ltd  
Hyva Pacific Pty Ltd

### I

Invision Sales Pty Ltd  
Isri Seats  
Isuzu Australia Limited  
IVECO Trucks Australia

### J

Jost Australia Pty Ltd

### K

Karmot Pty Limited  
KD Cowell & Associates  
KEITH Walking Floor Australia Pty Ltd  
Kennedy Trailers  
King Bars  
Knorr-Bremse Australia Pty Limited  
Krueger Transport Equipment Pty Ltd

### L

Levanta  
Liner Transport Equipment  
Lionel Moore Trailers Pty Ltd  
Loadmass Pty Ltd  
LSM Technologies Pty Ltd  
Lucidity Australia Pty Ltd

<b>M</b>		
Macnaught Pty Ltd	R&J Batteries Pty Ltd	Trail-Link
MAHA Australia Pty Ltd	Razor International Pty Ltd	Tramanco Pty Ltd
Mass Products Pty Ltd	REDARC Electronics	Transport Equipment Australia
Mavin Truck Centre Pty Ltd	Redcat Industries Pty Ltd	Transport Refrigeration Service Pty Ltd
Max Industries	Retractable Tarps Pty Ltd	Tranzmile Pty Ltd
MaxiTRANS Industries Limited	Rhino Trailers Pty Ltd	Trimble Planning Solutions Pty Ltd
Mega Pacific Pty Ltd	Rocklea Truck Electrical	Triple M Holdings Pty Ltd
Meikawheel Australia Pty Ltd	Rogers Axle and Spring Works Pty Ltd	Tristar Industries Pty Ltd
Meritor Heavy Vehicle Systems Australia Ltd	ROPS Engineering Australia Pty Ltd	Truck Art Trailers Pty Ltd
Michelin Australia Pty Ltd	Russ Engineering Pty Ltd	Truck Cranes Australia Pty Ltd
Mitsubishi Electric Australia	Rytrans Manufacturing Pty Ltd	Truck Engineering Australia
Mobile Conveying Services Pty Ltd	<b>S</b>	Truckmate (Australia) Pty Ltd
Modern Transport Engineers Australia Pty Ltd	SAF-Holland (Aust) Pty Ltd	Trucktools
Moore Truck Parts	Samios Wholesale Tyres	Tucker Suspension Services Pty Ltd
Multispares Limited	Sammut Agricultural Engineering Pty Ltd	Tuff Trailers (Qld) Pty Ltd
Muscat Trailers Pty Ltd	Sampa Australia Pty Ltd	<b>U</b>
<b>N</b>	Scania Australia Pty Ltd	Ultimate Plant Trailers Pty Ltd
Narva Lighting Australia	Schmitz Cargobull Pty Ltd	<b>V</b>
National Automotive Equipment Services Pty Ltd	Scully Sales Pty Ltd	Vacuum Truck Supplies
National Transport Insurance	SEA Electric	Vacvator Pty Ltd
Navistar Auspac Pty Ltd	SGESCO - MAX	Vanderfield Hino
New Age Concepts	Shephard Transport Equipment	Varley Specialised Vehicles
Norco Co-Operative Limited	Sinotruk Australia	Vawdrey Australia Pty Ltd
<b>O</b>	600 Cranes Australia Pty Ltd	Volvo Group Australia Pty Ltd
Offroad Trucks Australia Pty Ltd	Smith Global Pty Ltd	<b>W</b>
Omni Tanker Pty Ltd	SMP Group Services Pty Ltd	Wabco Australia Pty Ltd
<b>P</b>	South East Queensland Tilt Tray Pty Ltd	Warby Tools Pty Ltd
PACCAR Australia Pty Ltd	Stemco	Westrans Services WA Pty Ltd
Panus Oceania Pty Ltd	Stenhoj Pty Ltd	West-Trans Equipment and Service
Patra Truck Bodies	Stonestar Trailers	<b>X</b>
Peak Engineering Transport Services P/L	Suburban Towing and Equipment Pty Ltd	XL Service Bodies Pty Ltd
Penske Australia	Suspension Services Pty Ltd	<b>Z</b>
Powerdown Australia Pty Limited	<b>T</b>	ZF Services Australia Pty Ltd
PRP Engineering Pty Ltd	Taro Distributors Pty Ltd	Zylux Distribution
<b>Q</b>	Tefco Trailers (QLD) Pty Limited	
QMW Industries Pty Ltd	Tele Radio Australia Pty Ltd	
QTRS Pty Ltd	Teletrac Navman	
Queensland Rail Ltd	The Brown & Hurley Group Pty Ltd	
Queensland Thermo King	The Strasburg Group	
	3M Australia Pty Ltd	
	TMC Australia Pty Limited	
	Tosca Industries	
	Trailer Sales Pty Ltd	

# HVIA MEMBERS

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## ASSOCIATE MEMBERS

as at 16<sup>th</sup> September 2020

### A - L

Adcot Engineering Services  
ADR Compliance Services  
Advantia Transport Consulting  
Apprenticeships Queensland Limited  
Balmer Agency  
Bluescope Distribution Pty Ltd (Orrcon Steel)  
Cincom Systems of Australia Pty Ltd  
Commercial Vehicle Compliance Pty Ltd  
Community Solutions  
Diesel Services Queensland Pty Ltd  
DNS Technology - iBodyshop  
Dolphin Shipping Australia Pty Ltd  
Hitch Engineering Services Pty Ltd  
Irons Diesel Service  
J Thompson & Associates Pty Ltd  
Kenndel Pty Ltd  
Laws of Motion

### M - W

Markinson Business Solutions Pty Ltd  
Migas Limited  
Morris Finance Ltd  
Mov3ment Pty Ltd  
MTData  
National Truck Repairs Newcastle Pty Ltd  
Royan Melbourne Pty Ltd  
Safe Driving Concepts Pty Ltd  
Smedley's Engineers Pty Ltd  
Spitwater QLD  
Tiger Spider Pty Ltd  
TipTraxx Pty Ltd  
Tonkin Consulting Pty Ltd  
Transafe WA  
Transport and General Pty Ltd  
Transport Engineering and Management Pty Ltd  
TyreSafe Australia Pty Ltd  
Walsh Engineering Solutions Pty Ltd

## LIFE MEMBERS

as at 16<sup>th</sup> September 2020

### A - L

Mr Steven Abrahamson  
Mr Christopher Bleakly  
Mr Barry Bonnitcha  
Mr Bert Boock  
Mr Rob Brown  
Mr Val Burns (Dec'd)  
Mr Malcom Chisholm (Dec'd)  
Mr Allyn Eckford (Dec'd)  
Mr Mark Johnston  
Mr Mike Langham

### M - V

Mr Jack McKenna (Dec'd)  
Mr Des Mitchell (Dec'd)  
Mr John Morgan  
Mr Earle Russ (Dec'd)  
Mr Les Singleton  
Mr Robert Slack (Dec'd)  
Mr Ray Smithers  
Mr Max Steele (Dec'd)  
Mr Ted Van Fleet (Dec'd)

## HONORARY MEMBERS

as at 16<sup>th</sup> September 2020

### C

Mr Joseph Carmody (Dec'd)



## NATIONAL OFFICE:

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