



AGENDA

WA STATE COMMITTEE

02 March 2022 @ 9.00am (Perth time)
Aloft Hotel 27 Rowe Avenue, the Springs, Rivervale WA 6103

1. Meeting Opening	9:00am
1.1 Welcome, attendance and apologies	
1.2 Trade Practices Protocol	
2. HVIA NATIONAL UPDATE	9:05am
2.1 CEO Report	
3. GOVERNMENT ADVOCACY	9:15am
3.1 Federal Election Issues for Heavy Vehicle Industry	
3.2 PBS Update	
3.3 RVSA Implementation Update	
3.4 HVNL Review Update	
3.5 HVIA LITE Project update (EVs)	
3.6 Advocacy Plan update	
4. TECHNICAL UPDATE	10:00am
4.1 Updates to VSB6 - Tipper Code	
4.2 DITRDC – Working Group - <u>Informal Working Group Safer Work Vehicles:</u>	
4.3 Trailers - Electrical	
4.4 Coupling Testing	
4.5 Tow Truck Regulations	
4.6 General Items	
5. EVENTS	11:00am
5.1 Trucking Australia 22 4-6 May	
6. WORKFORCE DEVELOPMENT	11:15am
6.1 Heavy Vehicle 101	
6.2 Battery Electric Vehicle Training Packages	
6.3 HVSI Grant	
7. Guest Speaker: Samuel Marks, Australian Trucking Association, to present on the ATA/EV Council Electric Truck Report	11.30am

MEETING NOTES

2) National Update

2.1) CEO Report

The start of 2022 has been turbulent for many. It has tested the resolve and agility of our members, who time after time have shown incredible resilience. As Omicron has spread, many employees have either been affected directly or missed work as a close contact, which has made staffing uncertain, and labour shortages frustrating. HVIA did release a guidance document for a COVID Workplace Policy in January. This document can be accessed [Here](#).

HVIA also sought to proactively broker a group purchasing order for RA Tests, an offer taken up by 44 HVIA members recently. I thank them for being involved.

We are well aware of the ongoing disruption to business during the pandemic – particularly the ongoing supply chain delays and frustrations. We all hope that “living the virus” will lead to improved outcomes and working conditions.

As you can see from the Agenda items below, HVIA’s policy and technical advocacy is extremely full outside of covid-related issues. I welcome your participation and contribution on these items, as it helps HVIA form our policy positions and then respond accordingly, always aiming to advocate strongly for the membership.

Whilst, HVIA has cancelled ComVEC for 2022 – it has been replaced by our support and involvement in Trucking Australia on the Gold Coast, which will be a fantastic event and opportunity to catch up with colleagues and peers. We will have more to say on this shortly and look forward to seeing you there!

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

3) Government Advocacy

3.1) Federal Election Issues for the Heavy Vehicle industry

With the next Federal Election around the corner, HVIA is looking for member input on our advocacy priorities in the lead up to the election.

3.2) PBS update

HVIA will provide an update on the progress of PBS issues since the previous State Committee Meeting

3.3) Road Vehicle Standards Act (RVSA) Implementation.

The ‘opt in’ period for the RVSA transition finished on 31 December 2021. Many of the Identity Plate Approvals have now transitioned to Vehicle Type Approvals. HVIA will provide an overview of the latest updates.

3.4) Heavy Vehicle National Law Review

In October, the NHVR commenced the next phase of the review of the Heavy Vehicle National Law with the release of a discussion paper on Fatigue Management. Due to the negative feedback the Department received from the Fatigue Management Discussion paper the timetables for the consultation have changed.

This session will provide an update on the where the consultation is currently at and the likely timetable for public consultation.

3.5) HVIA LITE Project

With the growing interest in zero emission vehicles from both Government and the community, HVIA has commenced a project "HVIA LITE" (Leading the Industry Transition to Electromobility) to harness the experience and expertise of members and external stakeholders to identify and resolve issues which may impede the uptake of low and zero emission technologies.

HVIA has conducted some preliminary discussions with members who are active in developing relevant technologies and products and we will provide an update on the first meeting of the project steering committee.

3.6) Update on Advocacy Action Plan

HVIA will provide an update on the Advocacy Action Plan and outline the advocacy activities planned for 2022

4) Technical Update

4.1) Updates to VSB6

The Tipper Code was issued for a second round of public comment in late December 2021. The second draft of the code was issued only to those that commented during the first round. HVIA provided comments on 24 January after further consultation with interested members. Comments submitted by the HVIA technical working group will be distributed at the State Committee Meeting and discussed.

4.2) Department of Infrastructure Transport, Regional Development and Communications – Working Groups

Informal Working Group Safer Work Vehicles:

This group was formed to begin work on the ADR amendments in support of the Safer Work Vehicles Strategy. Several of the amendments have been presented in draft form in previous State Committee meetings.

- Steer axle spacing
- Vehicle width
- Transitional masses for retractable axles
- Definition of Quad Axle
- Increase of permitted overhang for NC vehicles from 60% to 70% of wheelbase with proviso that front axle mass must not fall below 20% of total vehicle mass. This will facilitate the uptake of retractable axles on prime movers.

The first meeting was held on 7 November 2021 and the second meeting will be held on 8 February 2022. Update on first and second meetings will be provided at the Committee meeting.

4.3) Trailers – Electrical

There are further issues relating to trailer lighting connectors.

Recent discussion with several members has highlighted other points in relation to trailer connectors: in this instance voltage incompatibility.

There are two issues that relate to incompatibility:

1. Use of inappropriate voltage reducers It has been noted that where a voltage reducer provides a “chopped” 12 V signal, trailers using LED lighting have issues such as:
 - Flickering lights
 - Low intensity lights
2. Different lighting and TEBS voltages TEBS utilise a reversing signal derived from the light circuit. If the TEBS ECU detects a voltage not at the base CAN voltage, the signal is not recognised by the TEBS. For example, if the TEBS voltage is at 24V and the lights are at 12V, even though the reverse signal may be at 12v (i.e. “on”) the CAN will reject the signal regardless. This, in several scenarios, will render the TEBS system inoperative, thus the trailer brake behaves like conventional air brakes.

Various options to take this forward will be discussed at the meeting.

4.4) Coupling Testing

As recently announced, a group of industry associations and experts have joined together to conduct an evaluation study on D-value for higher mass combinations. The objective of this study is to cover a knowledge gap relating to combinations greater than 125T.

Current D-value evaluation and assessment methods for combinations 125T are based on work done in the early 1980’s. Those early studies covered combinations up to 125T, however current regulations permit combinations above that.

Several experts believe that work needs to be carried out for this segment, given that it is known that the dynamic behaviours of larger combinations are not completely the same as lower mass combinations. This was identified as far back in the same initial work done in the 1980’s.

HVIA’s involvement is primarily to:

- facilitate access to our members expertise
- provide practical project support throughout our IT system.
- Assist in any logistic arrangements needed for on road and lab testing at the University of Queensland

4.5) Tow Truck Regulation Review

The NTC released several discussion papers in the last week of January. The papers summarise discussion that the state and federal jurisdictions have been conducting over the last 18 months. The desire amongst the jurisdictions is to consolidate regulations for tow trucks. Some work already has been conducted, namely a new revision of VSB6 Section T was prepared and issued for public comment in December 2020. HVIA provided comment on that draft. However, the revised Section has not been issued by the NHVR, given the background of discussion within jurisdictions.

HVIA is currently consulting with affected members and NTC have indicated that comments close by 22 March 2022.

4.6) General Items

- Update on the Technical Action Plan
- Component Type Approvals (CTAs) for Rear Marker Plates
- In principle access applications – some members have reported an increase in “expired access decisions”. HVIA would like to discuss and understand the current extent of the issue and prepare a response to the NHVR.

5) National Events

SAVE THE DATE

HVIA is proud to be a supporting partner of the biggest event for the trucking industry in 2022. The Australian Trucking Association’s national conference Trucking Australia 22 will be held at Star Casino on the Gold Coast 4-6 May.

The full program and ticket sales will be launched shortly. HVIA will also make announcements about our involvement and what that means for HVIA members.

<https://new.truck.net.au/ta/>

For further information contact Noelene Bradley @ n.bradley@hvia.asn.au

6) Workforce Development

6.1) Heavy Vehicle 101

HVIA’s online Learning Management System (LMS) is live with a new comprehensive training package for entrants to the industry, staff in back-of-house or non-technical roles, and stakeholder organisations.

We hope Heavy Vehicles 101 (HV101) will become part of every HVIA members’ induction process and provides an ongoing learning opportunity for key staff. Have you got any new staff that might be able to participate?

Purchase now with no end-date for use.

Link: <https://www.hviatraining.com.au/courses/heavy-vehicles-101/>

6.2) Battery Electric Vehicle Training Packages

The Automotive Industry Reference Committee in consultation with Skilled Service Organisation, PWC Skills for Australia have developed a training package and two skill sets for the service and repair of electric vehicles. These are:

Training Package

AUR32721 Certificate 3 in Automotive Electric Vehicle Technology

Skills Sets

AURSS00063 Battery Electric Vehicle Diagnose and Repair Skill Set

AURSS00064 Battery Electric Vehicle Inspecting and Servicing Skill Set

The packages have been endorsed by the State and Territory Training Ministers and will be uploaded to the national register for VET, training.gov.au website, in February, where they can be picked up by the registered training organisations for delivery.

6.3) HVSI Grant

Heavy Vehicle Industry Australia is finalising the contract with the NHVR, which will form the basis for our project “Safety Through Education”, which will see HVIA produce two, short, online, micro-credentialed courses on Best Practice Tyre Management and Best Practice Load Restraint. HVIA members will be asked to assist with content, and we are hoping to have these completed by June 2023.