



# AGENDA

## STATE COMMITTEE MEETING

**Thursday 3<sup>rd</sup> December 2020 @ 9.00am (Melbourne time)**  
**To be held digitally through webinar platform, *Click Meeting***

<b>1. Meeting Opening</b>	9:00am
1.1 Welcome, attendance and apologies	
1.2 Trade Practices Protocol	
<b>2. HVIA NATIONAL UPDATE</b>	9:05am
2.1 CEO Report	
<b>3. GOVERNMENT ADVOCACY</b>	9:15am
3.1 PBS Tyres Review - update	
3.2 HVIA Productivity Commission Submission	
3.3 HVNL Review	
3.4 RVSA Implementation	
<b>4. TECHNICAL UPDATE</b>	10:00am
4.1 ADR 42/05 - Trailer wiring	
4.2 Tipper Code	
4.3 Technical Liaison Group - Update	
4.4 Review of Coupling Standards	
4.5 Vehicle Width – Level 1 PBS	
4.6 Tyre Guide	
4.7 Upcoming/Recent Technical Activities	
<b>5. EVENTS</b>	11:15am
5.1 Brisbane Truck Show	
<b>6. WORKFORCE DEVELOPMENT</b>	11:30am
6.1 Heavy Vehicle 101	
6.2 National Apprentice Challenge	

# **MEETING NOTES**

## **2) National Update**

### **2.1) CEO Report**

It has been some time since our last face to face meeting in Queensland but we feel the time is right to again get together in a Covidsafe manner. We have recently had our online AGM, which reinforced the same leadership team and Board members as last year, which allows HVIA to press on with continuity and stability. It was also another opportunity for us to pay tribute to our 6 founding and 50 year members.

We are excited to have our National Awards on the 20<sup>th</sup> of November. As with everything this year, it will be slightly different being a breakfast for 100 guests but with an online capacity. We had a record number of entries which is pleasing.

It has been a busy 12 months as our membership has grown during COVID-19. This highlights the importance of being part of a collective and being plugged into the highest levels of government. I would like to acknowledge our members because having good information flow, anecdotes and accurate intelligence helped us contribute to policies that enabled freight and our members to keep operating during the initial restrictions and Stage 4 in Victoria.

It also helped with devising the financial incentives such as the Instant Asset Write Off, the Backing Business Investment initiative and now the Temporary Full Expensing policy. You can access information on our dedicated website – [www.brisbanetruckshow.com.au/stimulus](http://www.brisbanetruckshow.com.au/stimulus)

Whilst mentioned specifically in other areas down below, I'm extremely proud of the HVIA team in not only how they've adapted in 2020 but expanded the BTS with the addition of the Heavy Equipment and Machinery show at Hamilton and also the recent release of the HV101 training package, which is giving new industry participants an unheralded amount of information to help them progress a career in our amazing industry.

## **3) Government Advocacy**

### **3.1) PBS Tyres Review - Update**

Due to the Covid outbreak in Victoria the NHVR has been unable to complete the testing required to finalise their report which was due to go to Ministers in November. NHVR was asked to be able to submit the report out of session and has received positive feedback.

Estimated implementation date now Mid 2021.

### **3.2) Productivity Commission Draft Report into National Transport Regulatory Reform**

The final version of the Productivity Commission Report into Transport regulatory reform was published in October 2020.

The key conclusion of the report was that the passage of the Heavy Vehicle National Law and the establishment of the National Heavy Vehicle Regulator was a work in progress and had not yet achieved significant benefit for the economy.

The report concluded that most of the improvements to road safety were likely due to infrastructure improvements and safer vehicles.

However, the report also made several recommendations related to road transport designed to promote safety and productivity by

- *Striking a balance between prescription and outcomes-based approaches in safety regulation:*
  - amending the HVNL to allow further progress to a tiered system, where operators can choose to follow prescriptive regulation or to develop more flexible and efficient ways to manage safety risks with the regulator’s approval
  - removing unnecessary prescriptive detail from the HVNL.
- *Emphasising risk-based approaches to improving safety and consistency:*
  - removing unjustified derogations
- *Improving infrastructure provision and management:*
  - progressing Heavy Vehicle Road Reform
  - encouraging more ‘as-of-right’ access for vehicles and more efficient processes for assessing permit applications
- *Improving the evidence base for policy and regulatory decisions:*
  - establishing ‘no-blame’ incident investigation across the transport modes
  - harnessing telematics data to inform infrastructure investment and access management.

HVIA will use the Productivity Commission report to support its position on the reform of the Heavy Vehicle National Law.

### **3.3) Heavy Vehicle National Law Consultation RIS**

HVIA will be providing a submission to the Review. HVIA generally agrees with the RIS that the way the current legislation is implemented has several short comings including:

- Inconsistencies between jurisdictions
- The prescriptive and inflexible structure of the current law
- Insufficient use of risk-based approaches
- Cumbersome administrative and approval processes

HVIA is also concerned that the current structure of the HVNL is primarily focussed on using on-road enforcement and prosecutions as the mechanism for enforcing the provisions of the law.

In HVIA’s view the Law needs place more emphasis on providing incentives for good behaviour rather than punishing bad behaviour after the event.

HVIA also agrees with the broad conclusions of the RIS which is that the solution is to develop a risk-based and outcomes-focused legislative framework that will:

- improve safety for all road users
- support increased economic productivity and innovation
- simplify administration and enforcement of the law
- support the use of new technologies and methods of operation, and
- provide flexible, outcome-focused compliance options.

HVIA has identified several key strategies that it believes are necessary for making these changes including:

- Strengthening the Chain of Responsibility provisions of the Law to explicitly recognise that the responsibility of directors explicitly includes the selection and maintenance of the fleet and the implementation of systems to monitor and manage vehicle and driver behaviour.
- Providing incentives for participants in the chain of responsibility to adopt a safe systems methodology approach to managing their transport operations.
- Streamlining the administration of the law to reduce barriers to the uptake of safer and more productive vehicles. (particularly PBS vehicles)
- Improving access arrangements to remove barriers to the take up of innovative vehicles

- Revise concessional schemes to encourage the use of newer safer and more productive vehicles as a condition of participation in these schemes.

The current approach is also very focussed on prescriptive approaches which do not provide much scope for innovation.

HVIA supports the suggested move to a more risk-based framework which provides incentives for decision makers to promote safer and more productive vehicles and practices.

HVIA is also in favour of an approach more focussed on Performance Based Standards rather than prescriptive standards.

However, HVIA also recognises the large variety in sophistication of consumers and operators of transport services and the need for a variety of options which recognise the different levels of risks and expertise for different parties. This could be supported by “deemed to comply” provisions which allow smaller operators a simplified approach to ensuring compliance.

### **3.4) Road Vehicle Standards Act Implementation**

The Department of Infrastructure has recommitted to implementing the Road Vehicle Standards Act on 1 July 2021

HVIA is continuing to work with the Department of Infrastructure and members on resolving the remaining issues with respect to Component Type Approvals (CTAs).

The Department is currently developing the Register of Authorised Vehicles (RAV) and Vehicle Type Approvals modules within the ROVER system and will commence testing these models in early 2021.

Members need to commence planning for the implementation to:

- *Understand what they need to do to roll over existing Identity Plate Approvals (IPAs) to the new system*
- *Where possible fast track any approvals for IPAs or variations which are likely to occur in the middle of 2021 to avoid teething problems with the new system*
- *Ensure they will be able to load vehicle details onto the RAV from 1 July 2021*
- *Understand what will be required to load new models or variations into ROVER after 1 July 2021*
- *Ensure that their component suppliers will be able to provide CTA information to support the new models or variations*

HVIA will provide an update on the latest information related to these issues at the meeting.

## **4) Technical Update**

### **4.1) ADR 42/05 – Trailer Wiring**

HVIA has evolved our electrical connector policy based on discussions held after the initial draft was issued in late 2019. HVIA has consulted extensively with other industry bodies and stakeholders.

The version attached to this notice, has been agreed to in principle by the ATA and TIC. Further, after canvassing the draft at TLG, both DITRDC and NHVR in principle, consider moving the ADR to a performance-based standard is a viable option.

It was agreed at the TLG meeting that a subcommittee is to be formed, consisting of component suppliers, operators and vehicle manufacturers to work on the details.

A copy of the policy proposal along with supporting documentation can be downloaded by following the links below.

- Policy proposal
- Explanatory note

HVIA is seeking member endorsement prior to issuing this policy. If you have any comments please contact our CTO, Paul Caus e: [p.caus@hvia.asn.au](mailto:p.caus@hvia.asn.au) or ph: 0437 901 669.

#### **4.2) Tipper Code**

NHVR has re drafted the stability and body fit parts into the standard VSB6 format for further work by the work group.

More extensive consultation has begun to finalise a draft for presentation to NHVR by the end of 2020. NHVR are targeting a draft to be available for public comment in Q1 2021.

If you wish to be part of the working group, please contact our CTO.

#### **4.3) Technical Liaison Group (TLG) - Update**

After a lengthy pause TLG meetings have resumed. The last being held in December 2019. The 49<sup>th</sup> TLG meeting was held on the 30<sup>th</sup> September 2020, via web conference.

There was considerable discussion about how the dynamics of the TLG will work moving forward. If you wish to be appraised of the various proposals as to how TLG will work in the future, please contact our CTO.

The following items relating to heavy vehicles were discussed during TLG 49:

- Draft interpretation of Trailer Tell-tale lights (eg refrigeration indicator lights, ABS active indicator etc).
- Electrical Connectors
- Seat belts and Stitching – use of sanitiser on Seatbelt webbing
- OE lamps obscured for operational reasons.
- Class VI Mirrors on Trucks –
- Rear Coupling on Trailers using in road train – clarification
- Proposed review of all ADR's covering vehicle lighting.

More detail is provided in the accompanying TLG summary document.

#### **4.4 Review of AS Coupling Standards**

The Standards Australia Technical Committee for the review of heavy vehicle coupling standards:

1. AS 2213.1 Commercial road vehicles — Mechanical connections between towing vehicles Part 1: Selection and marking of pin-type couplings and drawbar eyes
2. AS/NZS 4968.1 Heavy road vehicles—Mechanical coupling between articulated vehicle combinations Part 1: Design criteria and selection requirements for fifth wheel, kingpin and associated equipment
3. AS/NZS 4968.2 Heavy road vehicles—Mechanical coupling between articulated vehicle combinations Part 2: Testing and installation of fifth wheel and associated equipment
4. AS/NZS 4968.3 Heavy road vehicles - Mechanical coupling between articulated vehicle combinations Part 3: Kingpins and associated equipment

Had its first meeting on the 22<sup>nd</sup> September 2020. The meeting dwelled mainly on housekeeping and initial project scoping matters.

HVIA will be setting up a member working group to work through the revision. Please contact our CTO, Paul Caus e: [p.caus@hvia.asn.au](mailto:p.caus@hvia.asn.au) if you wish to be involved in the working group or wish to be kept informed in more detail of progress.

#### **4.5 Vehicle Width – Level 1 PBS for Over width Cranes**

The NHVR has drafted a VSG that explains changes in the PBS assessment rules that will facilitate the installation of certain vehicle mounted cranes, in particular, cranes that, in the transport position cause the vehicle to be over width.

Due to the nature of the crane market, a significant number of vehicle-mounted knuckle boom cranes are designed for markets where vehicle width of 2.55 is permitted.

NHVR has acknowledged this and has facilitated the possibility of fitting a crane that makes the vehicle over width. They are reviewing their assessment of a PBS Level 1 vehicle specifically to allow the fitting of a crane that makes a vehicle over width and allowing the assessment to be done by an AVE with the relevant qualifications ( i.e. Section R)

A copy of this VSG is attached.

#### **4.6 Tyre Guide**

HVIA is carrying on the work of the ARTSA group formed to create a tyre guide. The group has had its first meeting to work through a “skeleton” framework as to what such a guide will contain.

Work on this will continue Q4 2020 and the first half of 2021.

If you'd like to be involved in the working group, please contact our CTO.

#### **4.7 Upcoming Technical Events**

- NHVR Technical Working Group Meeting – 17<sup>th</sup> November
- TLG 50 Meeting – 25<sup>th</sup> November.
- ME-053 - Couplings Technical Committee 28 October 2020.

### **EVENTS**

#### **5.1) Brisbane Truck Show 2021**

The Brisbane Truck Show will be held from the 13<sup>th</sup> to 16<sup>th</sup> May 2021. You can expect to see the latest advancements in trucks, trailers and auxiliary products on display along with several new and expanded innovations.

The 2019 show saw the launch of the Australian Heavy Vehicle Industry Week (AHVIW) which enabled us to expand outside the walls of the Brisbane Convention & Exhibition Centre (BCEC) into the South Bank and Brisbane CBD precincts. 2020 will see AHVIW evolve further with South Bank being transformed into the South Bank Truck Festival with its streets lined with trucks, trailers and technology all showcasing the 6 themes that underpin the event, safety, sustainability, careers, Innovation, knowledge & community.

You most likely would have seen the announcement of machinery and equipment coming back to the show via an MOU with the Civil Contractors Federation of Queensland, which will ensure that your BTS ticket, will permit you free shuttle bus from the BCEC to Hamilton and back and free entry into the exhibition.

Additionally, both the popular National Apprentice Challenge and the Industry Careers & Jobs Hub have been relocated to the amphitheatre of the South Bank Piazza where the event will have complimentary ticketing open to all. HVIA will again sponsor and encourage educational & training organisations to attend to educate school leavers and job seekers on the opportunities available to them.

The relocation of the Careers Centre has afforded us space within the BCEC to expand on our Technology and Innovation Hub along with a new addition in Future Fuels and Sustainability Hub of which space is rapidly filling up.

## **6) WORKFORCE DEVELOPMENT**

### **6.1) Heavy Vehicle 101**

HVIA's online Learning Management System (LMS) is now 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.

Thank you to the members who have already supported this initiative through pictures, content and most recently with participating in its testing.

Over time we will also 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.

Purchase now with no end-date for use.

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

### **6.2) National Apprentice Challenge**

Nominations are now open for the National Apprentice Challenge with selected teams taking on the best-of-the-best from all over the country. The prizes are hugely attractive for a young bloke/lady on the tools, with a fully hosted trip to the V8 Supercars up for grabs.

The Apprentice Challenge is moving from the loading bays at Brisbane Convention and Exhibition Centre into South Bank Piazza. Each regional team works on one of two identical **Isuzu FX-series prime movers** to identify and rectify a series of programmed faults as the clock ticks.

Go to: <https://hvia.asn.au/national-apprentice-challenge-are-you-up-for-the-challenge/> to nominate your apprentices for the National Apprentice Challenge.