



# AGENDA

## QUEENSLAND STATE COMMITTEE

**Tuesday 18 February 2020 @ 9.00am**  
**HVIA Office, Unit 2, 115 Bluestone Circuit, Seventeen Mile Rocks**

<b>1. Meeting Opening</b>	
1.1 Welcome, attendance and apologies	9:00am
1.2 Trade Practices Protocol	
<b>2. HVIA NATIONAL UPDATE</b>	
2.1 CEO Report	9:05am
<b>3. GOVERNMENT ADVOCACY</b>	
3.1 PBS Tyres Review - update	9:15am
3.2 HVIA Productivity Commission Submission	
3.3 SVSEG Update	
<b>4. TECHNICAL UPDATE</b>	
4.1 ADR 38/05 – Braking	10:00am
4.2 ADR 42/05 - Trailer wiring	
4.3 Tipper Code	
4.4 Technical Liaison Group - Update	
4.5 Technical Working Group (NHVR) - Update	
<b>5. EVENTS</b>	
5.1 ComVec 2020	10:45am
5.2 Brisbane Truck Show	
<b>6. WORKFORCE DEVELOPMENT</b>	
6.1 Heavy Vehicle 101	11:00am
6.2 Australian Industry Trade College	

**11:30am – 12 noon - Presentation by Tracey Millar, Principal, Ipswich Campus, Australian Industry Trade College, addressing future skills opportunities and new AITC college in Ipswich.**

# **MEETING NOTES**

## **2) National Update**

### **2.1) CEO Report**

Welcome to the first meeting of 2020. We will try and have at least 3, sometimes 4 meetings each year in Brisbane, Sydney, Melbourne and Western Australia. These will be mostly chaired by board members ensuring that all issues and feedback has a direct link back to Board meetings and the strategic decisions of the organisation.

2020 will indeed shape up to be a busy year. Shortly the ComVec agenda will be released and after a strategic overhaul I hope the industry will recognise the lengths we have gone to improve the event to ensure a stronger ROI for members.

Q1 will see the full implementation of our new CRM, a new website as well and moving the Brisbane Truck Show EOI to full contract stage. As I write this email, the main floor of the BTS is fully 'sold out' (based on the first right of refusal EOI process). We all know how important it is to keep raising the bar and so we have some exciting news pending, which will again ensure a greater ROI for our members and the exhibitors of the BTS.

I'm also very keen to ensure we continue to improve our advocacy agenda and as far as possible ensuring we are being proactive and setting the agenda – this includes greater thought leadership. This year will also see HVIA commence planning for our workforce development programme to be rolled out nationally. This will take a couple of years to fully implement, but we need to lay the groundwork this year and there is exciting progress underway.

The Heavy Vehicle 101 online training package is also moving forward quickly, and I thank all of our members who have offered to support the initiative. This will be available from Q3 this year and will be a major step forward.

We cannot do it on our own and I'm conscious that we need to collaborate more, and where possible, try and consolidate the industry association landscape. This is not easy but HVIA continues to work hard to present as a professional, respected stakeholder and will always try and unite rather than divide.

Please use these meetings to network, raise ideas, provide feedback, seek advice or guidance. HVIA is here to serve you and to make your life easier. Please call me if I can ever assist on 0438 066 441.

## **3) Government Advocacy**

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

After the report was delayed towards the end of 2019, a final draft report has been delivered to the NHVR. The Regulator has called an industry meeting for 30 January 2020 in Sydney, where industry can ask questions of the recommended approach. The NHVR has delivered a brief document outlining its response to the report. The report tends to favour using a generic tyre approach to PBS assessment.

The NHVR is aware of some of the concerns that suggest this would make the simulations for combinations such as A-doubles and Truck & Dogs harder to achieve PBS status but have signaled an intent to do further technical work and investigate potential mitigation strategies in order to ensure the PBS system outcomes of reduced cost, increased speed of assessment, greater flexibility, productivity and safety are achieved. HVIA will continue to represent our members strongly on this issue and will ensure the best possible outcome is achieved.

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

One of the most important pieces of advocacy has been the abovementioned report by the Productivity Commission. Its draft report, released in late 2019, has outlined that for the most part the promised savings from national harmonisation has not yet been achieved and the progress slower than anticipated. It has made some promising remarks about the need for greater flexibility and adaptability of the ADRs particularly where the technology is sound and improves safety / productivity. We continue to advocate that the cost monitoring of regulation should be extended to not just in-service but also the ADR process as well and there needs to be greater harmony between the various legislative instruments. HVIA continues to put safety and productivity front and centre by outlining how the regulatory framework does bias older vehicles over newer vehicles.

### **3.3) SVSEG Update**

The last (Strategic Vehicle Safety and Environment Group) SVSEG was held on 7 November 2019. The key issues raised in the meeting included:

- An update on the Road Vehicle Standards Act
- The latest developments in relation to the National Road Safety Strategy
- Updates on the Governments Electric Vehicle Strategy, the hydrogen strategy and the national framework for automated vehicles
- Updates on ADR and UNECE regulation changes and a new approach to maintenance of ADRs
- There was some discussion related to the timing of the introduction of and ADR mandating Euro 6 engines in heavy vehicles and the links to braking and other standards
- The truck industry Council made note that it had just released a Code of Practice for field of view and a guide to Audible Warning Devices
- AMVCB has also released a document related to the use of Visual Display Units in Cabins

## **4) Technical Update**

### **4.1) ADR 38/05**

As you are aware, from 1 November 2019, all new trailers must comply with ADR 38/05. Following on from the last round of State Committee meetings HVIA has been finalising with the DITCRD some outstanding items in relation to provision of evidence and audit arrangements.

#### Contact Pressure Testing

There is some ambiguity as to how compliance to Clause could be demonstrated. HVIA, with assistance of members has submitted a proposed test procedure the Department for consideration.

#### Audit Requirements for End of Line TEBS set up

One of the key issues in the initial draft of the ADR 38/08 SE form was the requirement to provide information on brake set up parameters. As a TEBS system can be tailored for the individual trailer and application, this requirement would have caused a considerable administrative burden to trailer manufacturers. The compromise reached was to remove the need to place this data in the SE and that the data be available for audit purposes.

This arrangement affects primarily brake suppliers as they provide the setup data to the trailer manufacturers

HVIA has been facilitating the preparation of a more formalised agreement between brake suppliers so that this data can be audited.

A meeting was held on 7<sup>th</sup> February in Melbourne to work through an initial draft of an agreement.

HVIA aim to present a draft of this agreement to the Department by 1<sup>st</sup> week in March.

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

HVIA has prepared a draft policy document following on from the three sessions held in September 2019 and further consultation with regulators.

The draft was initially distributed in December 2019 via our e-bulletin and emailed to those that attended the 3 sessions. A copy will be distributed during the State committee meeting. While comments were invited by February 7<sup>th</sup>, please contact our Chief Technical Officer, Paull Caus if you wish to obtain a soft copy or have comments on the draft as soon as possible,

#### **4.3) Tipper Code**

The current working draft will be presented at the Committee meetings. The draft covers the three key areas, stability body mount and lifting mechanism.

The draft will be refined by the current HVIA working group during late February and early March.

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

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

The last TLG meeting was held on 5<sup>th</sup> December 2019 after a long hiatus due to the Dept. focusing on RVSA implementation.

The group was updated on current ADR maintenance and harmonisation work, a summary of which will be presented at the meeting.

Some highlights of the meeting:

- Reference in ADRs to 3<sup>rd</sup> party standards. The Department (along with other regulators) are coming under increasing pressure to ensure referenced standards in legislation can be accessed free of charge. In addition, regulators are being urged to review reference to superseded standards. Currently the Department is in discussion with Standards Australia to come to some agreement regarding access to these referenced standards. Clearly this situation may have significant ramifications for ADRs which reference external standards. HVIA is monitoring the issue closely and will advise members as more information is issued by the Department and other regulators.
- The Department outlined a proposal to create a framework for reviewing ADR's. If adopted the framework will provide structure around how ADRs are reviewed. The framework proposes 6 working groups composed of regulators and industry be formed that mimic similar working groups within the UN. The group will cover specific areas such as Noise and Tyres, Lighting, Passive safety and so on.

The Department has requested industry to provide a high-level list of ADRs that they feel need to be amended with an indication of priority, The Department will then consider industry feedback, their own priorities and resources and issue a priority list. The Department also invited industry stake holders to nominate which groups they wish to be a part of.

- HVIA is preparing an ADR priority list as requested and we seek comments from members. HVIA's priority list will be sent to Infrastructure immediately after completion of this round of State committee meetings.
- Notwithstanding above review, the Department indicated that all ADR's relating to lighting require review shortly due to changes in how the corresponding UN regulations are structured. There was no indication that there will be an increase in stringency, however, it was indicated that ADR 13 will need review as the corresponding UN regulation has been 'broken up' to cover specific areas.

#### **4.5) TWG (NHVR) Update**

TWG – The NHVR technical working group meeting was held in Melbourne on 21 November 2019. The meeting included an update on:

- the progress with the PBS review (covered above)
- A discussion of the treatment of Tag Trailers under the HVNL
- Discussion of a draft safety bulletin on stretchable connectors
- A discussion of the fitment of low friction plates to fifth wheels
- The establishment of a Single-Issue working group to look at couplings and safety chains
- The need for better procedures for certifying drawbars
- An update on the NHVR portal

If you would like further information, contact Greg Forbes [g.forbes@hvia.asn.au](mailto:g.forbes@hvia.asn.au) or Paul Caus [p.caus@hvia.asn.au](mailto:p.caus@hvia.asn.au).

### **EVENTS**

#### **5.1) ComVEC 2020**

The ComVEC 2020 program will be launched shortly. The event has been refreshed from 2018 and will offer a much better opportunity for HVIA members to gain insight and value for money. The new website is just being finalised and the overall theme of the event is: ***“Preparing your fleet for the new Decade”***. We look forward to engaging more fully with exhibition and plenary sessions all aimed at providing information from key technological developments unveiled at BTS19.

#### **5.2) Brisbane Truck Show 2021**

With still 16 months from the next truck show, the team are progressing a range of initiatives aimed at making the event even stronger than 2019. We've announced the purchase of the Thornycroft and the partnership with TAFE in restoring the actual vehicle that was the key stage at the official opening of the 1968 Truck Show but there are several other key initiatives that will be released in 2020, once we are in a position to announce them.

### **6) WORKFORCE DEVELOPMENT**

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

The Heavy Vehicle 101 project will be released in the third quarter of 2020. It is an online short course designed for back of house, admin, sales and other non-technical staff both new and existing. HVIA staff are currently developing the content and learning about the platform that will be hosting the initiative. HVIA had a very pleasing response to our call for content – diagrams, schematics, graphs, video content etc. HVIA will provide an outline of the proposed course and seek specific information from members to develop the course further. The course content is being coordinated by Greg Forbes. If you want to be involved contact Greg at [g.forbes@hvia.asn.au](mailto:g.forbes@hvia.asn.au).

#### **6.2) Australian Industry Trade College**

The AITC commenced as one campus in 2008 but has since grown rapidly to 5 separate campuses in Queensland. Our Guest Speaker is the Principal of the new Ipswich Campus, which has opened for Year 10 and 11 students in 2020. HVIA is a firm believer in the model they are presenting and believe this will be a good opportunity to develop the next generation of heavy vehicle workers. For further information, contact Paul Woodland at [p.woodland@hvia.asn.au](mailto:p.woodland@hvia.asn.au).