



# **AGENDA**

## **STATE COMMITTEE MEETING – WA**

**Tuesday 31 October 2023 @ 9.00am**  
**AV Truck Services**  
**485 Great Eastern Highway, Redcliffe WA 6104**

<b>1. MEETING OPENING</b>	
1.1 Welcome, attendance and apologies	9:00 am
1.2 Trade Practices Protocol	
<b>2. HVIA NATIONAL UPDATE</b>	9:05 am
2.1 CEO Report	
<b>3. GOVERNMENT ADVOCACY</b>	
3.1 Heavy vehicle width – developments and next steps	9:10 am
3.2 HVIA project – Leading the Transition to Electromobility (LITE)	
3.3 NTC HVNL review – C-RIS (Euro VI mass, dimensions, fatigue)	
3.4 State-based axle mass limits increases for decarbonisation	
<b>MORNING TEA AND NETWORKING</b>	10:00 am
<b>4. TECHNICAL ITEMS</b>	
4.1 VSB6 – formal response to regulator on next steps – update and feedback	10:20 am
4.2 3G network shutdown – update	
4.3 Powered trailers – outline	
4.4 Tag trailer mass ratio – outline	
4.5 Tow truck rear-mounted wheel lifts – outline	
4.6 Super single tyre research – outline and update	
<b>5. WORKFORCE DEVELOPMENT</b>	11:10 am
5.1 New HVIA training course release – load restraint and tyre management	
<b>6. EVENTS</b>	11:15 am
6.1 Road Boss – magazine launch	
6.2 TruckShowX (HVIA flagship zero-emissions industry event for 2024) – outline	
<b>7. GUEST SPEAKER – National Transport Commission NTC HVNL C-RIS</b>	11:30 am
<b>8. MEETING CLOSE</b>	12:00 pm

# **MEETING NOTES**

## **1. MEETING OPENING**

1.1 Welcome, attendance, and apologies

1.2 Trade Practices Protocol

Attendees of previous State Committee Meetings will be aware of this before but if you haven't seen it or can't remember what it is all about, please familiarise yourself with it.

All businesses have responsibilities under the Australian Competition and Consumer Act to avoid anti-competitive behaviour. The protocol outlines the requirements under the Act and the steps HVIA takes to discharge its responsibilities including making this protocol available, keeping an attendance list, which if you haven't already signed, please do so now.

## **2. HVIA NATIONAL UPDATE**

2.1 CEO Report

The third and final State Committee meeting of the year brings us another new staff member in Dr Adele Lausberg, who will be joining her first meeting in NSW and VIC. Adele is our new Chief Advocacy Officer and will be promoting the heavy vehicle industry to government and assisting members and the industry with government policy and regulations. Adele brings a wealth of policy experience but is new and eager to learn more about the heavy vehicle industry, so I encourage you to make contact in relation to any idea involving policy and regulation. Adele will work closely with Greg Forbes and Adam Ritzinger.

I have been alluding to the ongoing success of HVIA which is allowing us to give back to members through additional services and personnel and I know how important government policy can be – for example truck and trailer width. Speaking of which, it was great to see an announcement by Senator the Hon Carol Brown regarding this issue and I am pleased to report HVIA's policy position was adopted in full. This policy was the culmination of an exhaustive and in-depth consultation with our members, and I thank all of you for your advice, contributions, support as we embarked on this campaign. There are many other issues that HVIA is currently working on, which you will hear about today.

I am also extremely proud of the first edition of ROADBOSS. With the slightest bit of luck, we will be able to show you the first edition hot off the press. I hope you will be as excited as I am and proud of the HVIA team for producing such an amazingly high-quality product. ROADBOSS will ensure HVIA can continue to communicate with the VIP attendees of the Brisbane Truck Show in between shows but in doing so, gives our industry the best platform to tell the amazing stories of our industry. Iconic, fascinating stories that make us proud to be part of this incredible industry.

We also have successfully launched the two HVSI training courses as flagged last meeting and I do encourage you to take advantage of the discount, which will be in effect until 31/12/23. Simply go to: <https://www.hviatraining.com.au/> and when prompted apply the code HVSI. This can be done for any staff member or customer of a HVIA member.

Aside from that, HVIA has recently held its AGM for the year, and I take this opportunity to congratulate the successful Directors and Office Bearers on their election. Our attention now turns to the HVIA national gala dinner and conferral of awards on the 24 November in Brisbane at the BCEC and I hope to see members there to celebrate the industry.

### **3. GOVERNMENT ADVOCACY**

#### **3.1 Heavy vehicle width – developments and next steps**

An overview of the immediate impacts of the recent announcement to increase the overall width limit for trucks in Australia to 2.55 metres. Covering new and amended ADRs, and likely updates to the HVNL, and anticipated timelines to first registration/use.

HVIA would also like to re-canvass member views on changes to trailer width. The current HVIA policy on trailer width advocated for a Regulatory Impact Statement (RIS) including a segment-by-segment trailer market analysis, and outright avoidance of an across-the-board increase to the trailer width limit. It is worth re-testing member views on the topic.

No updates have been provided by the Federal Department on the next steps regarding the remaining items in the original 'Safer Freight Vehicles' paper (twin steer axle spacing, lift axle transition mass, rear overhang, number of axles in a group).

#### **3.2 HVIA project – Leading the Transition to Electromobility (LITE)**

HVIA's LITE project aims to guide a coordinated and collaborative industry approach to lead the heavy vehicle industry's transition to low and zero emission vehicles, including battery electric vehicles (BEV), fuel cell electric vehicles (FCEV), low-emissions combustion engines, and hybrids.

Dr Adele Lausberg, HVIA's new Chief Advocacy Officer, will be leading the project henceforth. She is currently preparing HVIA's policies on a range of topics and issues broadly related to decarbonisation, alongside a short- and medium-term strategy and roadmap.

#### **3.3 NTC HVNL review – C-RIS (Euro VI mass, dimensions, fatigue)**

The NTC released its C-RIS (Consultation Regulatory Impact Statement) on 9<sup>th</sup> October. HVIA will provide an overview of the key points of the C-RIS and explain the expected impacts on members and the wider industry in general. HVIA will prepare its response throughout October and November (Responses are due 24<sup>th</sup> November). Members will be encouraged to discuss their thoughts on the changes.

Note that the October round of State Committee Meetings will feature Aaron De Rozario, (Executive Leader, Regulatory Reform, National Transport Commission), as a guest speaker who will be available to answer questions from members about the C-RIS, the HVNL, and timelines.

#### **3.4 State-based axle mass limit increases for freight decarbonisation**

The Department for Infrastructure and Transport in South Australia (DITSA) and Transport for New South Wales (TfNSW) each separately announced trial schemes for low and zero-

emissions vehicles to exceed regulated axle load limits on state-managed roads. A summary of the major changes to axle mass limits is shown in the table below.

South Australia	<p><b>Single-steer, tandem-drive prime movers:</b>            Single-steer axle – up to 7.5 tonnes            Tandem-drive axle – up to 18.5 tonnes</p> <p><b>Twin-steer, tandem-drive prime movers:</b>            Twin-steer axle – up to 12.0 tonnes            Tandem-drive axle – up to 17.0 tonnes</p>
New South Wales	<p><b>Single-steer, tandem-drive prime movers:</b>            Single-steer axles – up to 8.0 tonnes            Tandem-drive axles – up to 18.5 tonnes</p>

HVIA are working through the details on each trial scheme directly with the states and will provide an update.

#### 4. TECHNICAL ITEMS

##### 4.1 VSB6 – formal response to NHVR – update and feedback

After the decision in August to delay the full implementation of the updates to VSB6 to 1<sup>st</sup> February 2024, HVIA has worked with members to collate the key issues with the new/revised sections, and has also prepared options for a formal response to the NHVR on the future of those new-revised sections, which will be discussed with members.

##### 4.2 3G network shutdown – update

Following the success of information sessions held with Transport Certification Australia during the Brisbane Truck Show, HVIA worked with members to develop a 1-page information sheet that can be shared with industry and increase awareness of the impending 3G network shutdown.

##### 4.3 Powered trailers – outline

HVIA has become aware of the potential for increased interest, leading to possible increased uptake, of various ‘powered trailer’ solutions. This topic encompasses a wide range of technologies/systems, from trailer axles that regenerate braking energy into usable electricity, to trailers with on-board engines/motors that can supply tractive power.

There are a wide range of regulatory issues that will need to be addressed if this is to progress, some of which are outlined below.

- a review of the vehicle definitions to accommodate powered trailers
- changes to the structure of ADR applicability tables
- establishing rules for the interaction of powered trailers and towing vehicles

HVIA is considering preparing a discussion paper on this topic in early 2024 and is seeking early feedback from interested members.

#### 4.4 Tag trailer mass ratio – outline

Following a meeting between Todd Hacking and the new National Transport Commission CEO (Michael Hopkins), an issue originally raised by HVIA in 2020, but not progressed by the NTC due to a lack of resources, was once again brought on the table.

The issue dates back to the introduction of the HVNL. Prior to its introduction in 2014, some states imposed a mass limit on tag trailers, while others classified them as semi-trailers and did not impose any specific mass limit at all, other than axle mass limits.

In late 2018, the HVNL was updated to formally define tag trailers and limit their mass to no more than the mass of their towing vehicle. This change was made without industry consultation, did not include a transition period, and to HVIA's knowledge was not supported by any safety case or history of prior incidents.

HVIA is working with both the NHVR and the NTC to rectify this issue, and is hopeful that the tag trailer mass ratio limit will be removed in the coming round of changes to the HVNL.

#### 4.5 Tow truck rear-mounted wheel lifts – outline

In September HVIA reported on an issue involving a member who received a roadside notice for a tilt tray vehicle fitted with a rear-mounted car wheel lift. The notice was due to the combination of a towing vehicle and its load (a car being towed) exceeding the maximum overall length and rear overhang limit that apply to rigid vehicles under the Heavy Vehicle National Law (HVNL). Since then there have been other reports of further roadside enforcement.

The incident sparked alarm amongst operators, suppliers, and vehicle body builders, for whom the construction and use of such vehicles has been commonplace for decades and referenced in various long-standing national regulations and standards.

HVIA has discussed the issue with the NHVR, who not only manage heavy vehicle roadside enforcement in Victoria, but also the regulations/exemptions applicable to tow truck vehicles. An investigation on how the issue can be clarified and these vehicles can best fit within the regulations is being conducted.

#### 4.6 Super single tyre research – outline and update

The issue of super single tyres (also known as 'wide base' or 'ultrawide' tyres) is of interest to a number of members as they offer operational and safety benefits to operators. These types of tyres have been available for decades internationally, however Australian regulations do not permit their use at the same axle loads as dual tyre sets, which means that operators choosing to fit these tyres ultimately suffer a mass penalty.

A recent Heavy Vehicle Safety Initiative (HVSII) project conducted by the National Transport Research Organisation (NTRO) conducted the first set of real-life tests of these tyres on Australian road types. A brief outline of the results and the possible future implications for the industry will be provided.

## **5. WORKFORCE DEVELOPMENT**

### **5.1 New HVIA training course release – load restraint and tyre management**

HVIA has now launched two new courses to its online Learning Management System (LMS) – Load Restraint Fundamentals, and Best Practice Tyre Management. Both are available alongside ‘Heavy Vehicles 101’ online. HVIA hopes that all players in the heavy vehicle industry, irrespective of their role or function, will see the value in making these courses part of their on-boarding process and build them into a program of refresher training for staff.

The courses can both be found on the [HVIA Training website](#) and a launch special for all purchases before the New Year reduces the cost from \$99.00 to just \$29.00 per person. To claim the discount, use the code “HVSI” at the checkout. The option of purchasing bulk registrations, that can be used over a period, is perfect for managing a team with full back-of-house access and visibility for group leaders.

## **6. EVENTS**

### **6.1 Road Boss – magazine launch**

The first edition of Road Boss, HVIA’s new quarterly magazine, features cracker yarns on industry icons, innovators and colourful characters, supported by high-end design and professional photography (and on its digital platforms, video) from some of Australia’s pre-eminent visual artists.

The first edition hit the presses in early October 2023, and copies will be provided to State Committee Meeting attendees.

### **6.2 TruckShowX – (HVIA flagship zero-emissions industry event for 2024) – outline**

HVIA, with the full support of its board, has decided to revamp its biennial conference to offer better value to members, stakeholders, and the industry in general. The new format will be an expo style conference that expands and explores the key themes of the previous year’s Brisbane Truck Show. Hence, “TruckShowX” for 2024 will focus on the zero emissions ecosystem.

HVIA will provide high-level details on the event, and invite members interested in speaking and exhibiting to be in touch.

## **7. GUEST SPEAKER – National Transport Commission NTC HVNL C-RIS**

The guest speaker for this round of State Committee meetings is Aaron De Rozario, (Executive Leader, Regulatory Reform, National Transport Commission), who will be available to answer questions from members about the C-RIS, the HVNL, and timelines.