



## Industry Reference Forum Communique

17 November, 2015

The seventh meeting of this forum was held at the ATA offices Canberra on 17 November, 2015 at 9.00am.

The Industry Reference Forum is a key reference group for the National Heavy Vehicle Regulator it comprises high level representation from peak bodies across the heavy vehicle industry, the CEO and senior members of the NHVR. This communique highlights key points from the November 2015 meeting.

This meeting was attended by senior NHVR Executives including the CEO, Executive Director Engagement and Partnerships, Manager Industry and Stakeholder Engagement, Executive Director, Productivity and Safety, , and also representatives from peak bodies including ALC, ALRTA, ATA, NFF, NatRoad, QTA, SARTA and Freight NSW, representatives from the OSOM IOG and Crane IOG, and Department of Infrastructure and Regional Development also attended.

At this meeting, the IRF discussed and considered a number of matters including the NHVR's future focus.

The Chair thanked and welcomed the National Farmers Federation as a new member of the IRF and also indicated the chair of ANZPAA road policing forum has been invited to join as a member of the IRF in 2016.

The chair of the forum reminded attendees that the forum is a confidential meeting and items discussed in the meeting are not to be publically discussed without the express permission of the chair or the CEO of the NHVR.

### NHVR update

The NHVR CEO provided his update. The NHVR is now fully established with industry continuing to communicate good outcomes from the NHVR. The level of jurisdictional support was continuing to improve. With the NHVR Engagement and Partnership team now in place and engaging with local government we are seeing improvements in response times and understanding from across the local government sector. This engagement has seen numerous local government road managers opening up their roads to feedlots and country roads for the grain season with a greater understanding of their responsibilities as road managers.

The NHVR's reinvigorated strategic focus into the future will see a fairer risk framework from the NHVR and a refocus on productivity will see advantages for operators. The changes will take time as the NHVR works through the process with state jurisdictions.

The SPV and OSOM notice to be released soon will see some productivity gains for industry but this work has taken 9 months to get to this point, this is due to the complexity of current state processes.

### TIC Outcomes

The meeting received a briefing from the recent TIC meeting. The TIC meeting has given certainty in funding for the NHVR with 2 fixed and three fluctuating sources of funding.

It was also highlighted that the NHVR should generate its own revenue. This topic was discussed at length with the NHVR highlighting that if it were to implement additional charges there would be a planned reduction in other fees. The wider discussion on fees and charges was noted by the CEO of the NHVR for further discussion.

Industry requested of the NHVR that they be inform through the forum of any changes that come from the NTC, this was agreed by the chair of the forum.

### **Update – Productivity and Safety**

The Executive Director, Productivity and Safety provided a broad update on the key elements of work in this program area.

**NHVAS Auditor training** has now been completed in states. All auditors will need to have attended training by July 2016. The NHVR may hold one more session in Brisbane for anyone that missed the state training sessions. The NHVR has been requested to share some of the training materials and has received positive feedback from both industry and the auditors themselves.

**Roadworthiness/ Heavy Vehicle operator licensing/certification:** The ATA advised that they will be putting forward a submission that the Trucksafe Scheme has been unfairly disadvantaged since the advent of NHVAS. It is their contention that the NHVAS provides significant concessions to operators who demonstrate adherence to a systems based approach to managing mass, maintenance and fatigue which has not been afforded to operators within the Trucksafe Scheme. The proposal led to general and robust discussion regarding the pros and cons of a national operator certification/accreditation scheme as had been alluded to by the NHVR at the previous IRF. The forum broadly canvassed what should or should not be involved in the scheme for it to be effective including, inter alia, varying standards according to industry sectors, remote versus rural operations, safety and risk management systems, entry and exiting of nonperforming operators. There was broad consensus for advancing discussions further on the subject including the possibility of a national summit to examine the details, viability and appropriateness of such a scheme.

The NHVR Heavy Vehicle Inspection Manual will be released before the end of the year. The NHVR CEO expressed that all states need to apply the manual as soon as it is released. This topic was discussed in detail with overwhelming support from industry. Industry expressed their intention to support the National adoption of the manual.

### **Compliance and Enforcement Update**

Compliance and enforcement is looking to harmonise in participating states and the NHVR is working closely with new Assistant Commissioners of Police across all states.

The NHVR is working closely with SA to hand some functions back to the NHVR this work is going well with some other states reviewing their position on compliance and formulating a view on their future status. Industry was happy that this process had started as they had concerns around the interpretation of the law from different states. Industry indicated that this process will bring a truly national approach to compliance and enforcement.

### **General Business**

**NatRoad** put forward a suggestion that there be a national Summit around national reform to discuss national uniformity issues with jurisdictions. This point was discussed in detail with the NHVR not supporting a summit held by the NHVR however suggested that this summit could be something the ATA might wish to convene as part of its national conference.

**The ATA has taken up this suggestion and will look into convening this at their 2016 conference.**

The ATA has suggested to the NHVR that the ATA be the conduit for all issues in reference to access and other items in relation to heavy vehicles for all state association that belong to the ATA.

**The NHVR congratulated the ATA on this initiative and fully support this approach.**

The **ATA** raised again the issue of having Trucksafe as formal accreditation system with the NHVR. CICA indicated that they would like to see Cranesafe recognized formally as an accreditation system by the

NHVR.

**The issue of industry accreditation schemes were discussed at length with the CEO of the NHVR indicating that it would look at holding a meeting in 2016 with all parties to discuss national accreditation systems**

The **ATA** congratulated the NHVR for growing stronger ties with the NFF and see this as a step forward in the understanding of different needs of the transport industry.

The **ATA** and **ALRTA** gave an undertaking that it would work closer with the NFF on a range of issues from fees and charges to effluent.

**SARTA** raised the issue that a truck is a truck and the same laws must apply to the driver regardless whether they are a farmer or a farm employee or a driver of a transport company there should be no difference.

**SARTA** also raised the issue of enforcement officers signing off on the inspection books, this matter has been raised previously with the NHVR.

**SARTA** also raised the issue of AFM and the communication issues coming from the NHVR around the standards for AFM.

**NFF** applauded the openness of the meeting and was aware of the issue that was raised and looks forward to working closely with the **ATA** to resolve these issues together.

**ALC** was seeking an update on the legal status of Codes of Practice and also highlighted the work there doing in the Diversity in the workplace space.

**ALRTA** raised the issues around COR and effluent management and the good results that it was receiving in the Local Government area with some councils responding very well to the industries need for access.

**Freight NSW** raised an issue of the MC/HC license issue in NSW and the impact that is having on other states.

The NHVR gave an overview of the work that it is doing in the Local Government engagement space and some of the results this is achieving. The engagement is based at the moment on councils that have a long turnaround time with engagement at the Mayor and CEO level this has brought about some very quick results in some other suburbs of Sydney and other areas in QLD and VIC.

#### **Next Meeting**

The CEO wished forum member's season's greetings and thanked them for their input and frankness in the discussions he has had as part of this forum and through wider engagement with the Transport and Logistics Industry throughout the year.

Meeting closed at:

The next meeting will be on 11 February 2016, in Brisbane.