

Industry Reference Forum Communique

The eighth meeting of this forum was held at the National Heavy Vehicle Regulator (NHVR) office, Gasworks in Newstead, in Brisbane on 29 June 2016.

The Industry Reference Forum (IRF) is a key reference group for the NHVR. It comprises high level representatives from peak bodies across the heavy vehicle industry, the CEO and senior members of the NHVR.

This communique highlights key issues from the June 2016 meeting. This meeting was attended by CEO NHVR, Manager Media and Communications, Manager Industry Stakeholder Engagement NHVR and representatives from peak bodies including Australian Trucking Association (ATA), National Road Transporters Association (NatRoad), Heavy Vehicle Industry Association (HVIA), Queensland Trucking Association (QTA), Victorian Transport Association (VTA), South Australian Road Transport Association (SARTA), Bus Industry Confederation (BIC), Australian Logistics Council (ALC), the Agricultural Industry Operator Group (IOG), the OSOM IOG and the Crane IOG chairs

At this meeting the IRF discussed and considered a number of issues including the draft guidelines for Codes of Practice; an overview of the safety initiatives developed for the future; and the engagement groups of the NHVR.

Sal Petroccitto, CEO NHVR officially opened the forum, welcoming the committee with introductions made around the table. This followed an overview of the agenda items including a minor change in the order of the items.

Codes of Practice Guidelines

The first draft of the NHVR Codes of Practice (CoP) was released on 25 May 2016 and subsequently discussed with NHVR at a meeting with industry representative in Canberra on 14 June 2016. The NHVR are reviewing areas of the document requiring clarify i.e. IP, and the ambiguity and inconsistency of the wording in 705 and 706. The CoP aims for a consistent standard and a risk based approach for an organization to meet their requirement under the Heavy Vehicle National Law (HVNL).

The meeting discussed the objective of the guidelines. Key discussion points as follows:

- the communication to the broader industry is yet to be established i.e. clarity of purpose, clear about the spirit and intent of the guidelines
- training documents are to be developed and put in place a system to assist the operators to comply with the standards
- the development of the strategy for safety and an operator accreditation scheme is still to be discussed.
- the representatives from peak bodies have requested transparency from the NHVR and look at the options of involving jurisdiction in finalizing the guidelines
- further discussion are to held about the compliance with the guidelines and auditing of the operators

The ATA has submitted some issues which it would request are addressed in the next iteration of the guidelines. To assist in reaching a wide audience for the CoP guidelines, the ATA will run a marketing campaign once the guidelines have been finalised.

The NHVR raised with all at the table the concept of allocating some funding to help industry in to develop a master code to be used across all industries and organisations.

Update of NHVR Safety Initiatives

The NHVR have been discussing with the Government on key safety elements:

- the abolition of Road Safety Remuneration Tribunal (RSRT)
- progressing the camera network
- an initial discussion about the distribution of funding

The NHVR are in the final steps of finalizing the funding from the Commonwealth. Subject to the NHVR Board approving the budget, the funding shall be received in August 2016. There will be further discussion about the future safety focus and strategy for NHVR. Key points include:

- the nationalization of the services, productivity, cost and cost saving measures
- to reduce the risk of expectations and misunderstanding in the industry
- provide guidance and information to the supply chain including the development of a much more targeted information and packages to be used for training and part of the communication strategy
- additional resource for the program to assist with Chain of Responsibility awareness

The NHVR have spoken with operators, jurisdictions and the Commonwealth about the strategies for productivity, safety and compliance and have received positive feedback. An overarching document is being written and NHVR would like to engage with this group, to understand some of the activities being carried out to ensure it is captured and aligns. The NHVR Strategic Directions document provides a long term outlook for NHVR. Keen to get more feedback as the additional priorities are determined.

Road worthiness project, electronic diaries are high priorities work program. The NHVR are working to lock in NT and WA to participate in the National road worthiness based survey. The jurisdictions will be requested to release a simple clear statement outlining what operators and the drivers are to expect during the survey and what implications this will result in i.e. time delays. The NHVR will also develop some communication for the industry.

The NHVR shall coordinate a number of discussions to be put forward at the next TISOC meeting.

The NHVR have set up a national harmonisation team. They have a central focus across the state on what NHVR have to do, what NHVR have committed to do and what NHVR should be doing in the future.

A proposed Telmatic strategy is currently focusing on identifying what needs to be addressed and where want to move with this. The Telmatic strategy comes from the increase in technology, gaining access to people and building a model that will work across the board. Data and information is a key part to this strategy. Incentives may be part of this to assist with identifying what we are really addressing.

NHVR Engagement Groups

Representatives of the ANZPAA have been invited to join this group and the NHVR believe that the ANZPAA will be sending a representative to the next meeting. The NHVR is concerned about the gap from conversations with industry and the feedback that industry associations are giving the NHVR. The NHVR is looking at how to reduce the gap of the industry that is currently not represented at the IRF. Associations have requested forward notice is given by the NHVR, therefore giving the associations a chance to go to their audience and gauge a response and allowing a more detailed and in-depth answers for discussion.

News release and word of mouth are all methods that associations use to get out the details of what is to be discussed or has been discussed. The NHVR will put in writing, to the peak bodies representatives, the issues and details that arise. This shall give associations an opportunity to address any misconceptions or dilution of information from the industry.

The NHVR was interested in the portal that the ATA indicated in earlier IRF meetings that would address grouping feedback back the NHVR. A portal has been constructed by ATA to provide the facts for its members. This portal is yet to be launched.

The OSOM IOG has discussed renewing membership and opening the IOG to jurisdictions to discuss OSOM needs

Other Business

The AccessCONNECT Customer Portal will be open to all operators in August 2016. The lodgment of permits has been made quicker but the time to obtain a permit remains unchanged, as this is the responsibility of road managers.

The NVHR are preparing a detailed incoming Ministers Brief, in preparation for the upcoming elections.

The HVIA released in April 2016 a draft policy on Performance Based Standards (PBS). Prudent from a risk perspective and it not new technology with a positive cost benefit to the industry and community. Truck and dog trailers are the primary focus. The policy proposes a minimum standard for ABS in all trucks and trailers should have EBS with roll control function. A second revision of this policy is scheduled for release. There will be appropriate exceptions also included in the policy, at the discretion of the NHVR.

Next Meeting

The next meeting has been scheduled for 25 August 2016. The agenda is yet to be confirmed.