

The tenth meeting of the IRF was held at the Queensland Bus Industry Council office, Stones Corner, Brisbane on **14 February 2017**.

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, police, TWU, ALC, the CEO NHVR and senior members of the NHVR.

Tanya McDonald, Executive Director, Strategy and Stakeholder Relations NHVR officially opened the forum on behalf of Sal Petrocitto, CEO NHVR, welcoming members with introductions made around the table. This followed an overview of the agenda items including a change in the order of the items. CEO NHVR later joined the meeting.

#### **Commonwealth Grant Funding for Road Safety Initiatives**

NHVR informed members of the consultation period for the Commonwealth Grant Funding for Road Safety Initiatives. Commonwealth funding is for the amount of \$3.883M per year for four years including 2016/17.

The NHVR has formally begun consultation with industry and jurisdictions. An emphasis on sector-wide ideas was relayed; and submissions which can be implemented now (past concept stage).

Industry raised the previous priorities information provided to Minister Chester particularly around effective road safety campaigns and asked the NHVR for an update.

An update on the Camera Program was provided, noting that whilst cameras are supported, they are really compliance rather than a safety initiative. NHVR advised the program is progressing with announcements expected.

#### **ATA (Australian Trucking Association) Safety Truck**

The NHVR has joined forces with the ATA's Safety Truck to drive children to become more aware of safety around heavy vehicles.

NHVR CEO Sal Petrocitto announced the sponsorship of the Volvo ATA Safety Truck at Browns Plains State School in mid-February. The NHVR are pleased to support this program and bring the Safety Truck message to schools to educate children on what trucks mean to them and how to safely behave around trucks; the NHVR believes it is vital for the community to have positive relationships with the heavy vehicle industry.

ATA's Chair welcomes the NHVR's support of the Safety Truck's initiatives and is pleased the NHVR is taking the opportunity to build on its commitment to road safety investment. The NHVR will provide \$5000 sponsorship per year for four years.

#### **NHVR TISOC paper updates**

CEO NHVR provided a brief update on NHVR papers to be presented at TISOC. They were noted and include:

- National Compliance Information System
- Electronic Work Diaries Model
- Delegations of Minor Amendments to HVNL Guidelines to the Board of the NHVR
- National Services Transition Blueprint
- NHVR Service Delivery Strategy.

#### **Electronic Work Diaries (EWD) update**

NHVR provided a brief re-cap of history of EWD project and summary of work to date.

NHVR acknowledges that from an industry point of view that consideration of existing technologies (provided they meet minimum requirements and standards) could potentially be an approved device.

NHVR and TCA agreed on minimum requirements and required standards (a less prescriptive model than the existing) and options analysis of existing and alternative options.

Industry expressed in-principle support of the concept of EWDs but re-iterated industry concern among operators about lack of arrangements to deal appropriately with rest requirements including the need to resolve the problem of breaching operators/drivers over inconsequential very minor technical breaches of rest period requirements.

ALC, SARTA and the ATA expressed they would approach the NTC to continue to look at the issue of rest areas and work towards a legislation change solution.

Industry discussed culture change. The NHVR's Safety Program will address concerns of culture change, including the use of surveys. Industry expressed the desire for the NHVR to get out and talk directly with industry and operators to get a real picture of their concerns.

#### **Fatigue**

##### **Planned Units of Competency for Fatigue Accreditation**

Australian Industry Standards are currently seeking feedback on the fatigue management training units of competency from the State Training Authority by COB 21 March 2017 after which they will be forwarded to the Australian Industry Skills Council (AISC) for endorsement.

These units will replace the current fatigue units required for fatigue management accreditation under NHVAS and Registered Training Organisation's (RTOs) who intend to deliver them for accreditation purposes will be required to seek approval from the NHVR. The NHVR is currently developing the assessment criteria for the approval of RTOs and undertaking a Knowledge Gap Analysis between the new units and the current fatigue units for both industry and RTOs.

#### S 245 of the HVNL (counting time spent outside participating jurisdictions)

Industry has strong concerns about the consequences of the provision being enforced and questions if the provision is practical and should it be reviewed or repealed. SARTA will advise operators about the NHVR view re s245 and the risk operators will be seen as contravening the work/rest requirements; when driving time spent in (for example) Western Australia before entering a jurisdiction has enacted the HVNL is taken into account. This would have the effect that BFM drivers and their employers may be in breach where they attempt to rely on the more generous hours allowable under the WA law. Industry noted that the situation is unacceptable

The NHVR will look into this matter and obtain practical examples from industry to determine the scale and nature of the issue. Industry will write to the NTC to clarify the background to the issue and press for reform.

#### Load Restraint Guidelines

NHVR raised with members that the NTC have drafted regulatory amendments for proposed change to the 'performance standards' section of the Load Restraint Guide (reference page 186). Discussion among members took place to seek their understanding, support or non-support of the proposed changes; and solutions to any identified issues.

#### Chain of Responsibility (CoR)

The forum was provided an update on CoR, key points include - Phase 1:

- focus on communication and education
- staged approach between now and mid-2018
- providing materials on-line and industry-wide
- 25-30 sessions to industry
- NHVR currently promoting communication and education about CoR and the changes coming
- developing assessment tools to help assist industry identify and manage risk
- reducing burden on industry.

#### Industry Codes of Practice (CoP)

Guidelines for Preparing and Registering Industry Codes of Practice were released on 1 February 2017.

Supporting Fact Sheets are available on the NHVR website at <https://www.nhvr.gov.au/safety-accreditation-compliance/industry-codes-of-practice>.

The NHVR has allocated \$350,000 of Commonwealth Funding to assist developers of a Registered Industry Codes of Practice (RICP), based on the NHVR's Guidelines for Preparing and Registering of Industry Codes of Practice.

Industry commented on auditing and how it continues and questioned how a code can help relieve operators from auditing requirements particularly for current accreditations. Industry suggested if the code could have linkages to CoR etc. so that overheads such as auditing are reduced. Industry noted a further look at the Codes will be undertaken.

#### VSB6 (Vehicle Standards Bulletin 6) Update

An update was provided on the review of VSB6. VSB6 is a critically important document with links to both safety and efficiency. Objectives and changes of the review were outlined.

Industry thanked the regulator for the extensive consultation being undertaken on VSB6.

#### Roadworthiness – National Roadworthiness Baseline Survey (NRBS) Update

An update was provided to members and thanked industry for their cooperation and support throughout the survey period.

The NRBS was conducted utilising the National Heavy Vehicle Inspection Manual (NHVIM) as the inspection standard with the following outcomes sought:

- contextualise non-conformities (i.e. further in-depth analysis to be done in the areas of low rate of conformity (we need to ask why and report on the analysis)
- identify linkages with road safety
- work toward a consistent inspection regime
- work to develop a consistent roadworthiness criteria.

Analysis has taken substantial amount of time, but has shown industry is performing well overall with respect to safety standards.

The NRBS was discussed extensively by all IRF members particularly regarding:

- what the report was based on; the scope; and the intention of the report
- who did the inspections; and how the inspections were undertaken
- partnering with research agencies; research gathering model; and data access and sharing, including NHVR's Centre of Excellence which includes Data and Data Sharing Centre
- analysis of the gained data; and contextualising results
- how the results will be released.

#### **Performance Based Standards (PBS) Scheme**

Members were updated on the program of work in the PBS space, which includes developing a plan and program of work and developing a communication and marketing plan to embrace and promote PBS vehicles. The NHVR expects to update you at our next IRF in April.

#### **National Heavy Vehicle Registration Scheme (NHVRS)**

Key points discussed:

- at 16 November Council meeting approval was given to establish the Heavy Vehicle Steering Committee which was established to rapidly progress work and data sets. Under the committee are three working groups: National Plates, Data and Industry Benefits. NHVR encourages you to talk to your industry representatives in particular those on the 'industry benefits' working group.
- model being looked at is using NEVDIS based system.
- from a data perspective for the NHVR; having an operator ID is the pivotal piece of information for the NHVR to get a national picture.

Industry expressed that a NHVRS is not at the top of the priority list for industry. The sales pitch from an industry benefits point of view is a real important issue and how it is sold to industry will be challenging.

#### **AccessCONNECT**

The Forum was provided with an update on the Customer and Road Manager Portal being developed. The Road Manager Portal is at the final end of the development cycle. The NHVR will be providing support and tutorials on the new system to assist all stakeholders.

#### **Other business**

Assistant Commissioner Mike J Keating (Queensland Police) addressed members sharing the following key points:

- relationship with NHVR and Police is turning around and improving
- Assistant Commissioner will do what he can to bring regulator issues to this industry forum and will invite the regulator to appropriate forums.
- CEO NHVR has been invited to the next Australia New Zealand Policing Advisory Agency (ANZPAA) meeting
- Industry (Steve Shearer – SARTA) – Expressed strong support for the attendance of the Assistant Commissioner, seeing it as a very positive move.

NHVR advised it is developing national investigation standards for authorised officers.

CEO NHVR advised the Terms of Reference for the IRF would be updated to include a section on conflict of interest and asked members to review and provide comment once circulated.

Industry (Steve Shearer – SARTA) shared with Sal the very positive impression with South Australia's Compliance and Enforcement office and model.

Forum brought to a close at 4.00pm.

#### **Next Meeting**

The next meeting is scheduled for 12 April 2017.