

Communique

Industry Reference Forum (IRF) #17 – Thursday, 14 March 2019

MEMBER ATTENDEES

Agforce Queensland	Heavy Vehicle Industry Australia (HVIA)	NT Road Transport Association (NTRTA)
Australian Livestock and Rural Transporter's Association (ALRTA)	L Arthur Transport Services	Queensland Trucking Association (QTA)
Australian Logistics Council (ALC)	National Farmers Federation (NFF)	SA Road Transport Association (SARTA)
Crane Industry Council of Australia (CICA)	National Heavy Vehicle Regulator (NHVR)	Tasmanian Transport Association (TTA)
Department of Infrastructure and Regional Development and Cities	National Road Transport Association (NatRoad)	Victorian Transport Association (VTA)

GUEST ATTENDEES

A & R Magill Pty Ltd
De Bruyns Transport
Martin's Haulage

APOLOGIES

Australia New Zealand Policing Advisory Agency (ANZPAA)	Bus Industry Confederation (BIC)	Transport Workers Union of Australia (TWU)
Australian Trucking Association (ATA)	Civil Contractors Federation (CCF)	Western Roads Federation
Australian Local Government Association (ALGA)	National Road Freighters Association	
	Road Freight NSW	

1. OPEN MEETING

The meeting was chaired by Joe Fitzgerald, NHVR who opened the forum, welcomed members, and provided a progress update on the following actions from the previous IRF meeting of 10 August 2018:

- Safety cameras – NHVR is progressing a national approach. Industry keen to see a reduced cost burden.
- Registration numbers – raised by SARTA. The NHVR are working to have a solution by July.
- Electronic work diaries – Authorised Officer training is complete. One formal proposal is currently being assessed.
- Legislative amendments – in progress to increase steer axle mass from 6.7t to 7.1t on road trains, with the aim to have in place late 2019.

2. AGENDA ITEMS

2.1 Heavy Vehicle National Law (HVNL) Review – strategic workshop session facilitated by NHVR

The NHVR presented the status and timeline for the HVNL Review. Industry (AgForce, CICA and BIC) are keen to ensure the review is not just about freight vehicles, and (SARTA) raised the need to focus on 'safe practices' across the supply chain. Industry in general expressed disappointment that the NHVR is not a member of the Jurisdictional Strategic Oversight Panel (ie. JSOP). The key issues around the three (3) themes of Safe Driver, Safe Route and Suitable Access were discussed during a workshop session. Sal Petrocchio, NHVR CEO asked industry to consider what fixes can be addressed within the HVNL review and what needs to be addressed within the policy positions of jurisdictions. Industry (SARTA) supported the workshop being the start of a conversation and suggested a teleconference when key papers were released for comment. Key workshop themes identified included:

Safe Vehicles:

- The non-freight vehicle regulation needs to recognise Australia is part of an international market.
- Many of the Australian Design Rules (ADR's) were written in the 1960's. A 'first principles' review is a good idea.
- Compliance provisions in vehicle standards need to be safety and risk management focused, not just engineering.
- Performance Based Standards (PBS) v2.0 was discussed which would seek to apply a more modular combination approach.

Safe Drivers:

- Work and rest hours do not equal safe drivers, and technology solutions need to be considered treating fatigue risks.
- There are some drivers who feel pressure to meet operator and supply chain demands.
- There is a distinction between authorised and competent.
- How do we create expert enforcement to match expert solutions?

Suitable Access:

- How can NHVR, road managers and industry use data better to have a systems focus on improving network access?
- There is a perceived lack of capability in local government. How can NHVR improve it and support them more?
- Move away from permits to a risk based approach where industry can advise "I'm coming" supported with data.

- More compliance focused on rogue operators – targeting efforts towards non-compliant operations.

A detailed summary of discussions and issues raised will be provided as a separate attachment within 2 weeks of the meeting.

2.2 Discussion on priorities arising from HVNL strategic workshop session

The IRF discussed the priorities raised in the strategic workshop session and agreed on the following actions:

Action:

2.2.1 NHVR to provide a summary of the feedback from the workshop to industry within two weeks.

2.2.2 Industry to provide NHVR with examples that strengthen the points made.

2.2.3 NHVR to set up a dedicated email address for industry to provide examples.

2.3 Oversize Overmass Review - Commonwealth

The Department of Infrastructure, Regional Development and Cities provided an update on progress with the recommendations in the Oversize Overmass Review Report following agreement by ministers to publish the report which has 38 recommendations. A steering group has been formed with feedback sought on 12 priority actions. The OSOM review is a non-legislative review whereas the HVNL review is a legislative review. Second stage consultation is underway. If a vote is required during Federal caretaker mode, the Federal Government will abstain from the vote. The remaining 26 recommendations are currently being prioritised. Recommendations about pilots and police will be problematic.

The NHVR provided further update. The National Agricultural Notice has gone out to road managers for consent. Feedback was sought from jurisdictions on ministerial guidelines; portal improvements to routing tool are underway. Industry (SARTA) supported the proposal of a dedicated local government officer to progress access as per the Local Government Association of Queensland. Industry (ALRTA) requested livestock vehicles be removed from the definition of OSOM vehicles to simplify registration detail requirements in the NHVR portal. This would require a law change, and it was noted that this was out of scope for the OSOM Review.

Action:

2.3.1 The Commonwealth to provide a copy of the 12 priority recommendations to the IRF.

2.4 Accreditation Review - NHVR

Ferdie Kroon from De Bruyn's Transport declared a conflict of interest for this item given his position as Chair of Trucksafe. NHVR provided an update on the status of the Accreditation Review. A working group has been established with the first meeting held on 27 February 2019. Final report and recommendations are due to TISOC in September/October 2019. The IRF noted the need to align with the HVNL Review and consistency between schemes as per the Safety Management System approach. Formal submissions close 31 March 2019. The NHVR encouraged industry to put forward submissions. Industry (SARTA) requested that the spreadsheet be amended to allow easier feedback. Industry (NatRoad) also noted concern about the increasing potential for red tape.

National information sessions are underway for the business rules and standards changes which are separate to the NHVAS Review. There was general concern from industry re the requirement to keep registers and industry highlighted they are not capturing what is critical to provide an overall view of safety. The NHVR advised scalability was important here. Industry (SARTA) expressed concern that the content at the information sessions was not consistent with the review paper. NHVR committed to provide feedback to information session presenters to clarify at future sessions. The Chair reinforced the importance of raising issues in formal submissions.

Action:

2.4.1 NHVR to provide feedback from IRF to information session presenters to clarify content at future sessions.

3. OTHER BUSINESS

3.1 NHVR role in heavy vehicle registration enforcement – raised by ALRTA

Industry (ALRTA) advised clarity had now been obtained on this point.

3.2 Industry Reference Forum (IRF) Terms of Reference (TOR) Review and strategic direction moving forward - NHVR

The Chair reinforced that the IRF is industry driven and encouraged input. Industry (SARTA) requested the IRF TOR to include the change that broader circulation of IRF discussion be permitted unless specifically requested by Chair, rather than the current requirement to seek permission of the Chair. The Chair noted the NHVR confidential reporting hotline. Industry were pleased to see work being done in this space.

Action:

3.2.1 NHVR to circulate copies of presentations to the IRF.

MEETING CLOSE

The Chair thanked all for their collaboration and engagement. The next meeting date is to be confirmed and will be a joint meeting with jurisdictions to align with the timing of the HVNL review. The meeting finished at 3.00pm.