

INDUSTRY ADVISORY GROUP
DRAFT MINUTES OF MEETING NO. 30
10.00am Wednesday 9 April 2008
NTC Offices, MELBOURNE

Present

Michael Deegan (Chair)	NTC Chairman
Nick Dimopoulos	NTC CEO
Tony McMullan	CEO, Truck Industry Council
Charles McElhone	National Farmers Federation
Chris Fennell	Vic TWU
Adrian Denyer	TWU Australia
Mark Crosdale	TWU Australia
John Gillespie	Crane Industry Council of Australia
Bryan Nye	Australasian Railway Association
Ian King	Transport Forum WA
Zoe Wilson	Australian Logistics Council
David Coonan	Australian Trucking Association
Bernie Belacic	Natroad
Peter Garske	Queensland Trucking Association
Neil Chambers	Victorian Transport Association
Lucille Bolger	Victorian Transport Association
Luke Fraser	Australian Livestock Transporters Association
Robin Phillips	Tasmanian Transport Association
Rob Perkins	National Bulk Tankers Association
Ken Hordern	CVIAA
John Metcalfe	Australian Automobile Association
Simon Humphries	TIC/ARTSA
Steve Shearer	South Australian Road Transport Association
David Anderson	Assoc. of Aust. Ports and Marine Authorities
Duncan Bremner	CEO, Australian Road Train Association

NTC

Lynne Habner	Paul Sullivan
Meena Naidu	Tim Eaton
Rob Di Cristoforo	Jackie Winn

Apologies

Trevor Martyn	ATA President
James Hurnall	Federal Chamber of Automotive Industries
Ashley Morrow	Australia Post
Tony Sheldon	TWU Australia
Ian Ross	Australian Logistics Council
Stuart St Clair	Australian Trucking Association
Phil Lovel	Victorian Transport Association
Andrew Enkelman	CVIAA
Terry Pennington	Truck Industry Council

The Chairman welcomed all and prefaced the meeting by stating his expectation that as a result of development of the new National Transport Policy and associated Ministerial Working Groups, we could expect to see a stronger and more rigorous regime for implementing reform.

1. MINUTES OF PREVIOUS MEETING

Members endorsed the minutes of the 29th meeting held on 11 October 2007. Mr Belacic undertook to put together a framework on treatment of overloaded axles within overall mass limits, by the next meeting.

Action: B Belacic

2. NATIONAL TRANSPORT PLAN – NATIONAL REFORM AGENDA STRATEGIC PLANNING

IAG members were provided with an update on progress of the National Transport Policy Framework. The Chairman reminded all that Mr Nye had originally raised the need for a National Transport Plan at the October 2007 IAG meeting. The Federal Transport Minister subsequently asked the NTC to develop a plan with a view to presenting it at the ATC meeting at the end of February 2008.

Industry groups have had a significant role in development of the draft plan, and there was general acknowledgement by industry groups that the plan is very welcome and necessary.

The Federal Minister presented a detailed briefing to State and Territory Ministers at the ATC meeting on 29 February 2008. The draft was accepted and ten national working groups were created – each focusing on a key area and led by one State Minister and team.

The working groups will present their reports to Ministers at the ATC meeting on 2 May 2008.

The Chairman invited all IAG members to be actively involved in further development of the plan.

The NTC CEO gave a presentation summarising the National Transport Plan, with emphasis on how industry and the NTC can support the new process, and capturing the main points under each working group. Points highlighted included greenhouse gas emissions and the fact that transport is the greatest contributor; proposals for the creation of a national road safety council and a national research board, workforce planning issues, and the predicted boom in growth in major Australian cities, particularly Melbourne.

It was highlighted that industry consultation has been a focus and will continue to be, with transparency and inclusiveness seen as necessary by all involved.

Discussion was invited on a strategy going forward. Mr Nye commended NTC on its success to date in helping to drive the framework.

The Chairman said the NTC was talking to the Commonwealth on a national consultation strategy to ensure industry groups are actively engaged in the development of policy.

IAG members thanked NTC for the opportunity to give input into the development of the policy. There was discussion around the future role of NTC. The Chairman responded that NTC's role would be considered as part of the six-year review of NTC.

Mr Fraser made a presentation on ALTA's proposed industry-driven infrastructure investment model and discussed how accreditation could be efficiently approved and progressed. The investment model gives clear indication of the cost-benefit value to potential investors. Several case studies were presented demonstrating how the model would work and deliver significant returns.

Mr Fraser responded to several questions around applicability to different modes and intermodal, industry feedback, savings to industry versus customers, the possibility of factoring in a community service obligation, a rate-of-return value to indicate real value for small projects, and the role of industry in influencing local government.

The Chairman undertook to keep industry groups informed in development of the plan. He asked IAG members to raise issues with NTC and the Commonwealth prior to 23 April in the first instance.

3. PROGRESS ON THE COAG ROAD REFORM AGENDA

Ms Naidu reported progress on Phase 1 of the COAG Road reform agenda for heavy vehicle price reform.

Ms Naidu stated that (the current) Phase 1 includes research on community service obligations, externalities and the appropriateness of the current PAYGO cost base. Consultants have been engaged to do initial work in these areas.

Incremental pricing trials are also part of the Phase 1 work. Queensland, NSW, Victoria, South Australia and Northern Territory have indicated the intent to run trials.

Ms Naidu re-assured industry that they will be fully consulted by NTC in the development of national policy. In the meantime, she encouraged industry to actively engage with the relevant governments to deliver meaningful trials and advised that NTC will be conducting operator surveys as part of the process.

There were several concerns raised by IAG members around how industry could work most effectively with roads authorities to determine the best outcomes for the trials. The Chairman indicated he will raise those issues with governments at a meeting on Thursday 10 April.

Action: M Deegan

4. PBS IMPLEMENTATION

The IAG members were provided with an update on key aspects of the Performance Based Standards (PBS) scheme, including access approval, network classification and education. The Chairman indicated that the Chairman and the Deputy Chairman of the PBS Steering Committee have been actively working with governments as challenges arise, to identify problems and devise solutions. The involvement of industry has been critical in this process.

The Chairman advised IAG members to encourage States and Territories to publish PBS routes for SMART heavy vehicles, suggesting they write to transport and roads ministers, and state premiers, as well as road agencies. A PBS network is essential to provide greater certainty for transport operators.

Mr DiCristoforo said implementation kits, comprising multimedia and printed fact sheets, have been mailed to seven hundred local councils to improve their understanding of the reform and their role in granting access. Other kits are being provided to equipment

manufacturers to ensure their customers are fully informed about the reform. Copies of the kit were distributed to IAG members.

Case studies of successful PBS design applications were requested. Several SMART truck and bus case studies have been commissioned and are awaiting permission to publish as commercial confidentiality issues are involved.

5. FURTHER DEVELOPMENT OF A NATIONAL B-TRIPLE NETWORK

Mr DiCristoforo reported that ATC agreed last year on an initial B-triple network, however this differs little from the existing road train network. He invited industry to submit their preferred routes and priorities for an extended network. Government costings for route upgrades include the cost of providing duplications, rest areas, checking stations etc.

NTC sought feedback on a modular B-triple design – based on the 26 metre B-double – which uses existing trailer and prime-mover equipment. Mr DiCristoforo indicated that the PBS Steering Committee would meet in the week commencing Monday 14 April, to discuss the issue further.

Mr Coonan stated that the industry wanted more flexibility, without investing in new equipment. He added that the NTC paper made the process more complicated and made it difficult to achieve productivity gains.

Mr Belacic questioned whether agencies are planning for B-triples in their investment decisions now, e.g. capacity of rest areas for B-triples.

Mr McElhone asked whether there would be a guarantee of B-triple access once heavy vehicle charges are implemented. The Chairman responded that some governments would only consider B-triple trials subject to the reform of charges going through successfully.

The Chairman undertook to list this issue again for further discussion at the next meeting.

Action: L Habner

6. HEAVY VEHICLE DRIVER FATIGUE IMPLEMENTATION

IAG members considered progress in implementing the Heavy Vehicle Driver Fatigue reform.

Mr Eaton indicated that NTC has completed almost all the requirements on the planned schedule, in line with the proposed implementation date of September 2008.

Mr Chambers asked when the ATC submission containing an audit matrix for fatigue accreditation audits would be approved. Mr Eaton responded that the elements of the package are available now for industry reference.

IAG members expressed concern that there may be insufficient time to complete all that is necessary in order to achieve implementation in the six month timeframe allowed.

Mr Eaton confirmed that anywhere between 10% and 70% of operators might apply for accreditation. Mr Eaton encouraged industry to communicate with governments and TAFE colleges to accelerate the availability of training. The six-month timeframe was determined and agreed upon by the governments.

Mr Belacic asked about NTC's future role regarding the Rest Area Report. The Chairman indicated that NTC had strongly pursued the publishing of a report on this, and saw its release as important for public debate. He also acknowledged NatRoad's contribution in putting this

initiative together, and encouraged IAG members to circulate the report to their association membership.

7. ELECTRONIC WORK DIARIES

An update was provided on the electronic work diaries and recordkeeping project. The NTC will be evaluating systems to achieve an open architecture approach that will allow for competitive products to be used.

Details such as the extent of application of electronic work diaries have not been determined at this stage of the project. Industry is well represented on the relevant advisory group and a meeting is scheduled for mid April.

8. REFORMS TO DATE – MILESTONES AND PROGRESS OF IMPLEMENTATION

IAG members noted jurisdictions' progress in implementation of national reforms.

9. TRUCK AND DOG TRAILER MASS LIMITS STATUS REPORT

The Chairman provided a status report to IAG members on preparation of a submission to ATC for truck and dog trailer mass limits. The Chairman reported that a clear standard is to be established, with a view to releasing a draft report for public consultation mid-year. All industry members were encouraged to provide input into this report.

OTHER BUSINESS

CHARGES DETERMINATION

The Chairman advised IAG members that the heavy vehicles charges determination has been blocked in Federal Parliament and indicated that jurisdictions are proceeding with the registration charges for commencement on 1 July 2008.

APPOINTMENT OF NTC COMMISSIONERS

The Chairman reported that the appointment of NTC Commissioners will be resolved shortly.

INFRASTRUCTURE AUSTRALIA BOARD

The Chairman reported that Infrastructure Australia Board members will be announced soon.

Meeting closed 1.40pm.