



Draft Minutes: Chief Technical Officers' Meeting
Thursday, 3rd May 2018, @ 9:30am
FCAI Boardroom Canberra

Item 1: Welcome, Competition and Consumer Act Statement, Introductions, call for Apologies:
TIC's CTO then reminded all attendees of their obligations under the Competition and Consumer Act 2010.

Consumer statement: *All attendees are reminded of their obligations under the Competition and Consumer Act 2010. There will be no discussion of pricing, stock levels, forward model or product plans, etc, at TIC meetings.*

Attendees and apologies were noted as follows:

| | | | |
|-----|----------|-----------|--|
| 1. | Mark | Hammond | Truck Industry Council - CTO |
| 2. | Chris | Loose | Truck Industry Council - TO |
| 3. | Adrian | Wright | Navistar Australia |
| 4. | Neil | Husband* | Cummins South Pacific |
| 5. | Barry | Noble | Hino Motor Sales Australia |
| 6. | John | Allen | Daimler Trucks / Mercedes-Benz |
| 7. | Steven | Plumridge | PACCAR Australia |
| 8. | Simon | Humphries | Isuzu Australia |
| 9. | Romesh | Rodrigo | Daimler Trucks / Fuso Truck and Bus Australia |
| 10. | Lawrence | Lee | Scania Australia |
| 11. | Martin | Alback** | Volvo Tuck Group Australia (Mack / UD / Volvo) |
| 12. | Rodney | West | Daimler Trucks / Freightliner Trucks Australia |
| 13. | Daniel | Petrovski | Hino Motor Sales Australia |
| 14. | Graeme | Weston | Eaton Australia |
| 15. | Simon | Humphries | Isuzu Australia |
| 16. | Shane | Vallely | Penske Commercial Vehicles (Western Star / MAN / Dennis Eagle) |

Notes:

** Martin Alback left at the end of discussion on Item 15 to catch his flight.

* Neil Husband left at the end of discussion on Item 17 to catch his flight.

Apologies:

| | | | |
|----|-------|---------|------------------------|
| 1. | Neil | Black | Iveco Trucks Australia |
| 2. | Ross | Cureton | PACCAR Australia |
| 3. | Sean | McLean | Penske Power Systems |
| 4. | Paul | Lee | Isuzu Australia |
| 5. | Steve | Ghaly | Daimler |
| 6. | Ross | Deves | Penske Power Systems |

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Item 2: Minutes of CTO Meeting 1st March 2018 (Melbourne) – Acceptance and Actions Arising

Acceptance:

The minutes of last meeting were reviewed and accepted, proposed by Adrian Wright, seconded by Rodney West.

Actions arising from previous meeting Minutes -

2a. HV Combination Brake Advisory:

Recap:

Official Industry Launch at the Brisbane Truck Show on Thursday 25th May 2017.

TIC CTO distributed hard copies of the Advisory to TIC members at the August 2017 CTO's meeting in Brisbane.

TIC and TIC members now need to decide how they could best use the Advisory to promote safer combination and multi-combination vehicles.

March 2018 update:

Subsequent to the November 2017 CTO meeting, Peter Austin, NHVR, advised by email the following:

- The NHVR has recently been asked for advice about whether it is mandatory to connect the ABS and ESC systems fitted to a trailer.
- Under Section 11 of the Heavy Vehicle (Vehicle Standards) National Regulation, a vehicle is only taken to have equipment fitted if the equipment is in working order.

Given that there are compatibility issues within the fleet currently, the NHVR has considered the requirements of the law and determined that where a trailer is fitted with either ABS or ESC and the towing vehicle is capable of connecting these systems, the trailer system must be connected.

To apply this determination:

- Where a prime mover is fitted with a trailer ABS plug as part of its trailer brake connections, and a trailer that is fitted with ABS is coupled to it, then the ABS plug must be connected. Failure to connect the ABS system would result in the trailer being defective and could result in the issue of a defect notice or infringement.
- Where a prime mover is not fitted with an ABS (or ESC) plug as part of its trailer brake connection, and a trailer fitted with ABS (or ESC) is coupled to it, as there is no ability to connect the system, it does not need to be connected/functional.

During further internal and legal consultation on this issue, the NHVR identified that the law is not as clear as it should be on this matter. To address this, the NHVR will be progressing amendments as part of the 2018 regulation Maintenance Package to reflect the NHVR's policy position on this matter.

May 2018 update

- Consideration of how best to use the Advisory to promote safer combination and multi-combination vehicles will not be discussed at today's CTO meeting. This item will be held over now until to a later CTO meeting.

2b. NEVDIS In-Service Truck Registration Data:

Recap:

Raised at the May 2017 CTO meeting that ARTSA had offered VIN specific current in-service truck registration data (for a cost) to some TIC members. TIC to pursue access to NEVDIS data for TIC members.

- TIC has had number of meetings with BigData (the NEVDIS's 3rd party data provider) with a view to gaining similar access to the data set available as ARTSA
- TIC discussions/negotiations were nearing completion (November 2017)
- TIC current plan was to have access to data by the end of 2017



March 2018 update:

BigData have informed TIC in early 2018 that they have been told by NEVDIS that they cannot access all the data fields that ARTSA has access to. TIC to meet with BigData to discuss (meeting mid-March 2018). TIC's options include raising the issue of data access with the Department and/or Minister in charge of AustRoads (who controls NEVDIS). TIC to provide an update to TIC CEO's at the March 2018 Executive Meeting.

May 2018 update:

Third Party supplier, BigData, is not responding to calls or emails. Issue has been elevated to TIC CEO and an alternative source of information is currently being investigated.

2c. ARTSA/Peter Hart "cause of truck fires":

Recap:

Peter Hart (ARTSA) gave a presentation on heavy vehicle truck fires at TLG on 24th May 2017. Peter detailed information from National Truck Insurance (NTI) about the high incidence of "non-impact" truck fires. Following the TLG meeting, both Peter Hart and Rob Perkins approached TIC CTO wishing to address TIC's Technical Forum. TIC members approved in principal for Peter Hart to deliver his presentation. Peter was invited to, but was unable to attend, the November 2017 CTO meeting.

March 2018 update:

TIC did not invite Peter Hart to present at today's CTO meeting due to the already full agenda. TIC will look to inviting Peter Hart to the May or August 2018 meetings.

May 2018 update:

May 2018 CTO meeting agenda full. TIC will look to inviting Peter Hart to the August or November (most likely as this meeting will be in Melbourne) 2018 meetings.

2d. OICA "anti-trust" document:

Recap:

OICA is developing an "anti-trust" document that will detail expected behaviour of member companies at its industry meetings.

March 2018 update:

The first draft of this document was presented to the OICA Technical Committee at the recent February 2018 meeting. Some changes were recommended and the final version will be presented to the OICA Executive Committee for approval later in 2018. Once approved by OICA, it is TIC's intention to use this document, or a slightly modified version, at TIC meetings to satisfy our obligations under the Competition and Consumer Act 2010 (effectively a new "Consumer Statement").

May 2018 update:

No change. Waiting for the finalised document from Europe.

2e. Potential safety issues associated with Kobe Steel products:

Recap:

At the November 2017 SVSEG meeting, TfNSW asked industry groups if the Kobe Steel announcement (that they had been falsifying material specs) would affect any vehicles in Australia, FCAI responded by detailing that it was simply too early to tell at this point in time. SVSEG Chair ask industry groups to follow up on this issue. TIC CTO asked TIC members at March 2018 CTO meeting if their Brands are affected in any way?



May 2018 update:

- No response was received from any TIC members.
- TIC CTO again requests all TIC members to consult with their parent organisations and/or suppliers of steel components, to ask if the Kobe Steel issue affects any of their Australia products.

2f. Other Actions Arising:

Will be dealt with during the course of today's meeting.

Item 3: SVSEG and TLG Update:

SVSEG:

Last SVSEG meeting was held on the 19th April 2018 in Canberra, TIC was represented by Mark H and Chris L.

Issues relating to Heavy Vehicle were:

1. DIRDC Staff Changes

- New department head for Deputy Secretary Transport, Pip Spence replaces Mike Murdak.
- New section head for Surface Transport Policy, Alex Foulds replaces Judi Zielke.
- Donna Wieland has moved to a new, non-transport, role within DIRDC and has been replaced in Land Transport Policy and Safety by Stephanie Werner (safety, C-ITS and environmental).

2. Environment

(a) Ministerial Forum on Vehicle Emissions

- Fuel Standards RIS, 55 submissions received, none released publicly yet. DIRDC reviewing submissions and formulating recommendations to the Minister, no timeframe was offered despite TIC and FCAI request. TIC and BIC raised the issue of ADR80/04 (Euro VI and equivalents) for Heavy Vehicles being split from Light Vehicle Euro 6 as current diesel standard was acceptable for trucks and buses. DIRDC acknowledged that was a possible option but they were not in a position to say if DIRDC/Minister would pursue that recommendation/path.
- NOx RIS for Light Vehicles is under review based on RIS submissions/feedback.

More ADR80/04 details in Item 12 in the Minutes.

(b) Fleet Policies

- ACT Government has just announced (April 2018) that they will move their Light Vehicle fleet to Zero Emissions (where practical) over the next two years. Heavy Vehicle fleet waiting review.
- TfNSW are progressing action to add advanced safety systems for Heavy Vehicles into NSW Government contracts issued from July 2019. TfNSW hope to have the advanced safety system package approved by the Minister and then published by the end of April 2018. TfNSW would not detail the specific advanced safety systems being planned but indicated would include SPECTS features plus potentially more.

3. Safety Research & Technology Developments

(a) National ITS policy

DIRDC outlined that the National Policy Framework document, Land Transport Technology Plan 2016-2019, is currently being update. The next version will be released by end of 2018 (2019-2022).



(b) Automated vehicles and C-ITS

- DIRDC detailed that human error accounts for 90% of all road crashes and of that, driver distraction now accounts for 30% of these crashes (both statistics are based on international data). DIRDC view Autonomous Vehicle trials as an essential path to gain public confidence of this emerging technology.
- NTC are taking the lead regulatory role with their work in developing an Autonomous Vehicle Safety Assurance System.
- Government (DIRDC) provided information to the House of Representatives Inquiry into the Social Impacts of Autonomous Vehicles. House of Representatives to release their report findings by mid-2018. Report to be posted on the DIRDC website.

(c) Trials/reviews

- Road signage inconsistencies in Australia was raised by the ATA. DIRDC detailed that AUSTRROADS are leading a national review of road signage in Australia and NZ. Initial indications are that Australia is way behind most developed nations. NZ is quite good.
- Ron Finemores Transport has moved to 100% Seeing Machines driver fatigue monitoring in their prime mover fleet. Zero accidents so far (+12 months since implementation), indications that it has saved/prevented 3 significant accidents so far.
- Light Vehicle trials with VicRoads and Transurban with autonomous driving features, report due out mid-2018. Indications that infrastructure issues are considerable (signage, road markings, etc). SA no current trials underway, working on approving some new autonomous vehicle trials.
- Ezymile Autonomous Vehicle bus trial in QLD. No findings/feedback yet.
- Ezymile Autonomous Vehicle bus trial in Darwin NT, had many small issues, such as swarming Dragonflies activating the vehicles AEBS!
- VicRoads, Bosch and CSIRO trial of augmented GPS system in a Tesla vehicle, aim is to improve GPS location accuracy by a factor of 10. Report due out soon.
- NSW-RMS Navia Shuttle bus in NSW (Homebush) will soon be crossing and running on selected public roads as a trial. NSW-RMS are working on a land-based delivery drone trial with a private company.

More C-ITS information in Item 23 in the Minutes.

4. Review of the MVSA / Deregulation Agenda

RVSA passed to Senate Committee for review of potential risks of the new legislation. Senate report due to Parliament by 7th May 2018. DIRDC hope that the RVSA Bills will be passed during the Winter sitting in Parliament. Timeframe remains unchanged at this point in time. 12-month pre-commencement year (mid-2018 to mid-2019) and then one year introduction phase, mid-2020 completion. RVSA Rules are still being developed. Minister is considering some minor Rule changes (possibly RAW and AVV to be an Australian entity only, other???) . No changes are planned for the Bills. No public hearings have been planned, but they could happen (unlikely though).

Identification Plates and Vehicle Plates. After considerable lobbying by the NHVR, States, Territories and some Operator Groups, DIRDC have decided that Identification (Compliance) Plate and Vehicle Plate (NC vehicles only) information will need to be included on all heavy vehicles (NB1, NB2, NC, ME and Heavy Trailers), for enforcement use and ID.

The level of information for trucks is yet to be finalised, but will include:

- VIN, GVM, No. Seats, Compliance Date

And for NC trucks:

- VIN, GCM and (if applicable) B-Double, Road Train rating/s

TIC requested that this information be allowed to be consolidated on one "plate" and include additional information such as axle capacities, tyre information, turntable rating, etc. DIRDC has agreed to this



request. Unresolved ID “plate” information includes the need to have, Manufacturer, Model, IPA Number and MVSA/RVSA Statement. TIC to monitor progress on this issue.

More RVSA details in Item 10 in the Minutes.

5. Repeal of Redundant ADR Provisions

ADR30 will be repealed (soon), DIRDC will accept an M&I for ADR30 for ADR80/03 engines/truck models (including Euro VI and Japan pPNLT applications).

6. National Road Safety Action Plan 2018-2020

DIRDC detailed that they have drafted a new version of the National Road Safety Action Plan 2018-2020 for approval by Ministers at COAG TIC in late May 2018. Draft includes:

- AEBS for Heavy and Light Vehicles
- Occupant Protection for Light Vehicles
- Reducing the Barriers for Heavy Vehicle Dimensions and Mass. This is based on the TIC lead, industry “Removing Barriers” presentation to SVSEG on 22nd November 2017.
- Fleet Purchasing Policies (primarily aimed at Light Vehicles)
- New Safety Technologies Information Program (all road vehicles)
- Vulnerable Road Users and Heavy Vehicle Interactions Near Construction Sites

7. New ADRs/ADR amendments/ADR issues

- ADR35/06 ESC for trucks, will include all Prime Movers and now Rigid Trucks up to 4.5m Cab/Over and 5.0m Bonneted wheelbases) and RSC ADR38/05 RSC for Heavy Trailers. Approval by the Minister expected by the end of May 2018. More HV Brake Strategy Phase 2 details in Item 11 in the Minutes.
- ADR42/05 is underdevelopment, revision will bring essential details into ADR42 from soon to be repealed ADR’s. No increase in stringency is planned, simply a reshuffle of text from existing ADR’s into ADR42.
- 6 new ADR’s will be created for new/existing UN-ECE standards, including Autonomous Driving Features and the addition of UN-ECE regulations to allow for Light Vehicle IWVTA. No immediate ramifications for Heavy Vehicles, but Autonomous Driving Features regulations could apply to trucks in the future.

8. In-service Regulation

- Takata SRS Air Bag replacement, now compulsory recall and managed by the ACCC (not DIRDC). ACCC is working with States to develop a mechanism to refuse renewal of Light Vehicle registration for owners that have received more than 3 or 4? “points” of contact, or 5, or 6? “attempts” of contact? This could potentially be applied to Heavy Vehicle Takata Air Bag recalls where owners refuse to present the truck for rectification.

More Takata Air Bag Recall information in Item 20 in the Minutes.

9. Industry and Consumer Safety Programs

- ANCAP:
Releasing a new TV commercial that details the benefits of ANCAP’s safety rating system for Light Vehicles.
Looking at the possibility of expanding their safety rating system into Heavy Vehicles, as has EuroNCAP. This would involve non-destructive testing (no crash tests). Only active safety features would be captured, tested and rated. GVM upper limit is yet to be decided. EuroNCAP applies up to Euro “Car Driver Licence” vehicles (3.5t GVM).
In Australia the “Car Driver Licence” cap is 4.5t GVM. ANCAP is aware of these differing limits.



➤ **TfNSW:**

Bus fire management, TfNSW have formed a group to review and suggest contract regulations for tenders for the design, manufacture, supply and maintenance of new buses tenders.

Next SVSEG meeting is proposed for November 2018 (date TBC), in Canberra.

TIC to update TIC members at the November 2018 CTO meeting in Melbourne.

TLG:

Last TLG meeting was held on the 2nd May 2018 in Brisbane. TIC was represented by Chris L.

Issues relating to Heavy Vehicle were:

1) MVSA/RVSA Reform

- VSB 6 has been confirmed as an alternative approach to the RVSA to complete vehicles.
- AVV must now be on-shore (Australian) entities, but RAWs can still be off-shore.
- "Peterbilts" (and other NC category trucks) to be optionally allowed under concession schemes but must comply to all ADR's applicable at the time of importation (not date of original manufacturer).
- No caps on concessional import schemes except Light and Heavy Trailers (each 4 per year per person/organisation).
- 5 year renewal of IPA approvals requirement is being reviewed as well as an easing of resubmission requirements. No further details at present.
- IPA holders will only have the first 6 months to "opt in" to RVSA via a rollover of their MVSA submissions, otherwise a new IPA submission may be required. No further details at present.
- Secure Vehicle Marking – ADR61 is being reviewed and requirements for an "IPA/manufacturer" plate to apply to all N category vehicles. No further details at present.
- Dual ADR category approvals (eg: NB1/NB2) – advised further stakeholder consultation is to be had.
- Definition of "variant" under review – no details as yet, TIC has proposed a definition for trucks.
- RVSA expected to be passed during the Winter sitting of Federal Parliament (ie: by end of June), to be effective 12 months after Royal Assent. This is expected to apply from mid 2019 with a further 12 month transitional period.
- Test Facilities – ECE approvals (E Mark) will be accepted, but facilities used to supply test information for EC or ADR reports will need to be registered with RVCS and will therefore be open to audited.
- CRN's and SARN's to be converted to CTA – no change in scope of coverage. Support material (eg: fitting instructions) will be required as part of the CTA submission package.
- There will be further industry consultation by VSS in 3 areas:
 - RVSA Tools (systems)
 - Type Approval scheme
 - Concession schemes

VSS to call for industry nominations will be call shortly, TIC will handle this process for TIC members.

- VSB1 Light trailers manufacturers/suppliers will move to a "simplified" IPA Type Approval system via statement of assurance for compliance, or into a concessional scheme that allows for up to 4 light, or 4 heavy trailers, to be supplied to market per year.

2) Automated vehicles

DIRDC guidance for trialling vehicles is being developed and we will circulate material.



NTC to release RIS for framework mid-May 2018 for Ministerial approval targeting November 2018.

3) VSB11 - RFS

QLD-TMR and ARRB undertook a "health check" of in-service trucks and trailers and ways to undertake road side compliance checking. Report has been posted on TMR's website. TIC will circulate. Issues were found in VSB11 and has resulted in the need of a review of VSB11 first, before an in-service inspection regime can be developed. Areas of concerns for an in-service test/inspection scheme include, "tolerance issues", coverage for quad groups and replacement dampers. NHVR to take over the review and in-service test/inspection scheme – timing TBA.

4) National Road Safety Strategy / Action Plan.

NRSS covers years 2011 - 2020, while NRSAP will cover years 2018 >2020 and is currently under development.

There are 2 pathways for action - regularity (eg: ADR for AEBS priority for LV and HV) or voluntary (eg: promote/encourage the uptake of new technology covered within NRSAP).

The report also includes the industry position of removing "barriers to entry" for new vehicle mass and dimensions with safety, not productivity, being the focus. Issues highlighted in the NRSAP include the age of fleet and safety of aging fleet.

5) IWVTA

IWVTA is starting in Australia from April 2019. VSS is separating ADR's to match UN ECE regulations to allow for the uptake of IWVTA for light vehicles in Australia.

6) WP29 items

R100 electric vehicles.

GTR's etc are available on line.

7) Major ADR developments

- 35/38 for HV ESC / Trailer RSC.
RIS option 6c) + expanded to include Short WB rigids.
About to go to Minister for sign-off.
DIRDC will try and expand the scope of ESC applicability on rigids with ADR35/07 (AEBS).
ESC timing currently – Nov 2019 New/Nov 2021 All.
The finalised ADR expected to be Nov/2020 New and Jan/2022 All effectiveness dates.
- ADR 4 changes to align with UN ECE for IWVTA
- ADR 5 changes to align with UN ECE for IWVTA
- Tyre Bulge exclusion - refer to item 24. Proposal supported. M&I available.
- ADR Definitions Total Length & Overall Width - Excl. Mirrors and Cameras for Indirect Visio.
Generally, supported but no substance yet.

8) VSB5 seating

New part "c" to be developed to cover the fitment and replacements for HV seats. Expected to be developed by NHVR. No timing available as yet.

The aim is to cover the gaps for seating not covered by either the current versions of VSB5 and VSB6.

9) VSB6 update - refer to Item 6 in the Minutes.

10) VSB14 (LV Modifications)



There is a new chair for this working group, Michael Chan - VicRoads. TIC will re-submit our proposal for allowing truck based light vehicles (GVM <4.5) to use VSB6 as an alternate to VSB14.

11) National Engineering Signatures (eg AVEs) – NHRV at the scoping stage. No timeframe as yet.

12) VSB12 rear marker plates

VSB12 has been updated recently by the NHVR. Rear marker plates are not required if the unit complies to UN ECE R103 conspicuity markings. NHVR has now become the national publisher of this document, taking over from WA.

13) Visual Display Working Group

Guidance document is being finalised for LV/HV.

Design to cover “Aftermarket fitted items and their potential impact”. TIC will circulate this document when it has been published.

Item 4: National Heavy Vehicle Regulator (NHVR) update:

a) NHVR's Technical Working Group:

Recap:

TIC (Mark H and Chris L) met with Greg Fill and a number of NHVR representatives on 5th December 2017 to introduce TIC and gain an update on various NHVR projects.

A web meeting of the TWG and NHVR was held on the 16th January 2018 to:

- Explain the high-level details of the NHVR's plan for a Risk-based Roadworthiness Inspection Scheme (more in Item 22 in the Minutes)
- Give TWG members an update on the Roller Brake Testing project (more in Item 8 in the Minutes)
- General NHVR information update to the TWG

No date has been proposed for the next NHVR TWG meeting.

TIC to give an update at the August 2018 CTO meeting in Brisbane.

May 2018 Update:

Mark H and Chris L meet with the NHVR – 9th April 2018 to review a range of topics.

1. Status of the National Notice review – Road Trains, B-Doubles, HML etc:

Recap:

- The NHVR has a project underway that is reviewing all Heavy Vehicle regulations under their mandate/control (except WA and NT)
- The NHVR is working towards nationally consistent HV regulations. This will include:
 - GML
 - CML and HML
 - Road Train Notices (including B-Triple and A-B Triples)
- Current specific projects include:
 - Heavy Vehicle axle masses
 - Road Train Notice governing B-Triples and A-B Triples
- TIC explained to the NHVR that it was imperative that operating masses were not reduced (productivity loss) in any jurisdiction due to harmonisation, even if that meant some state specific exemptions.
- Other current NHVR harmonisation projects do not specifically affect truck design or truck ratings.



May 2018 update:

Jose Arredondo was on leave and was not able to provide an update. However, it would appear that the NHVR is struggling to find common agreement on these Notices between the States and Territory. Timeline for agreement TBA.

2. VSB6 - Ongoing status of sections currently under review:

Refer to Item 6 in the Minutes for details.

3. Risk Based Roadworthiness Inspection Frame Work Project:

Recap:

The NHVR plans to use the data gathered to develop metrics for a Risk-based Roadworthiness Inspection Scheme based on:

- State
- Operator
- Vehicle age
- Vehicle application
- Vehicle Brand and Model

March 2018 update:

- The NHVR had a web meeting (16th January 2018) with the Technical Working Group (TWG) to explain the high-level details of their plans. In this meeting the NHVR detailed that they were considering publishing truck Brand and Model specific roadworthiness information. The NHVR also stated that they were not considering publishing such information based on State or Operator due to legal “implications”.
- TIC rejected the concept of publishing truck Brand and Model information. This was backed by a strongly worded submission to the NHVR from TIC (31st January 2018), that amongst other points, questioned the statistical validity of the data gathered by the NHVR, primarily due to the limited sample size of vehicles inspected.
- The NHVR offered to meet with TIC (Mark H and Chris L) to show TIC the data that they had and the system/s they were developing for targeted roadworthiness inspections.
- Despite repeated attempts to organise this meeting (by TIC) the NHVR has not as yet honoured their commitment to meet and discuss this issue and their data.
- TIC does support the concept of targeted roadworthiness inspections based on risk, however TIC does not support the public disclosure of truck Brand or Model data.

May 2018 update:

The NHVR had offered to meet with TIC to show TIC the data that they had and the system/s they were developing for targeted roadworthiness inspections. This offer was never forthcoming. At the 9th April meeting, the NHVR has agreed to share a list of the available data fields, from which TIC could choose the data they would like to view. This was to happen by mid-April 2018. No information has been provided by the NHVR to date.

The NHVR did advise TIC at our meeting that the Risk Based Roadworthiness Inspection Frame Work Project would not proceed as originally suggested form due to “push back” from industry and jurisdictions. The NHVR has now also conceded that they do not have sufficient data to support their original plans.

4. National AVE scheme:

The NHVR advised that this project has been put on hold due to push-back from some jurisdictions (who stand to lose significant federal government funding of their existing schemes). The NHVR has also identified legal and process issues with a national AVE scheme



being “acknowledged” by States and Territories. Also refer to Item 22 in the Minutes for a review of the proposed Victorian Registration Scheme for Professional Engineers.

5. Bull Bars and VSG20 draft:

Refer to Item 7 in the Minutes for details.

6. VSB5 Manufacture and Installation of Additional Seats, Issue 3.0, 28 Mar/17:

VSB6 refers to VSB5 for replacement and new seat installations, however TfNSW recently updated VSB5 and noted its applicability as only NA, NB1, MA, MB and MC ADR classes. Situation is currently being reviewed at TLG. Currently there is no standard/guide for replacing or fitting seats in Heavy Vehicles.

7. Axle Mass Limits, Vehicle Width and Safety Features:

NHVR is proposing a Safety Initiative that would allow higher steer axle masses (7.0t, possibly 7.2t) and 2.55m width for trucks with addition safety features. This is a result of State and Territory pressure to find solutions to the Heavy Vehicle Road toll and the results of the recent NHVR’s Truck OEM Safety Feature Survey.

Features are likely to include:

+375mm section tyres, Cab Strength, Stability Control, AEBS, Euro VI and possibly LKAS or LDW. This would be a “deal” to be done between the NHVR and the States and Territories (similar to the TIC deal for 6.5t steer axle capacity with ADR80-02/Cab Strength/FUPS).

TIC is pushing for: 315mm section tyres (probably not likely), no LKAS, or LDW (minimal safety benefit based on international research and lack of line markings in Australia) and a 1.0t rear axle mass increase (10.0t – single rear axle and 17.5t tandem rear axle set).

Item 5: NHVR’s 50mm Tow Coupling Vehicle Standards Guide (VSG) - update and discussion:

Recap:

- The NHVR has developed the 50mm Tow Coupling Vehicle Standards Guide - 16 (VSG), without industry consultation to our knowledge.
- TIC CTO only found out about the VSG when Mark received an e-mail on the 5th September 2017, the day the VSG was publicly released.
- TIC CTO circulated the VSG to TIC members on 6th September 2017
- A number of TIC members contact the TIC CTO questioning the validity of the NHVR’s “D-value” de-rating approach, suggesting that it was not correct.
- TIC members were not, however, able to prove their concerns.

Recap - Possible Solutions:

- Revise ADR62/... DIRD will not over-ride a valid Australian Standard. Any ADR revision would reduce stringency, hence a RIS would not be required (that is good), however DIRD would need significant evidence that showed a case for moving away from AS4177 conformance and to what new standard?
- Revise AS4177. This is the correct action. Evidence would be required that showed the stresses in a 50mm tow coupling were not significantly affected by an increase of GVM above 5,000kg. Even if such evidence existed (and it does not) the AS4177 review would take 2-3 years?
- Get the NHVR to revise VSG-16. Again, evidence would be required that disproved the NHVR’s current approach and to what new standard?



Recap - TIC suggested actions (immediate):

- TIC CTO strongly advises that TIC members who sell (or fit) a 50mm towing system for trucks with a GVM above 5,000kg provide suitable advice to their customers, dealers, etc that references VSG-16.
- Drivers/operators should adhere to the towing capacities detailed in VSG-16 for ALL vehicles fitted with a 50mm towing system.
- If greater towing capacity is required than that allowed in VSG-16, vehicle owners should consider upgrading their towing systems with a tow coupling system with a suitable rating. Such modifications MUST be approved by an AVE and suitably "Mod Plated" using VSB6 guidelines.

Recap - Future possible actions (TIC/TIC members):

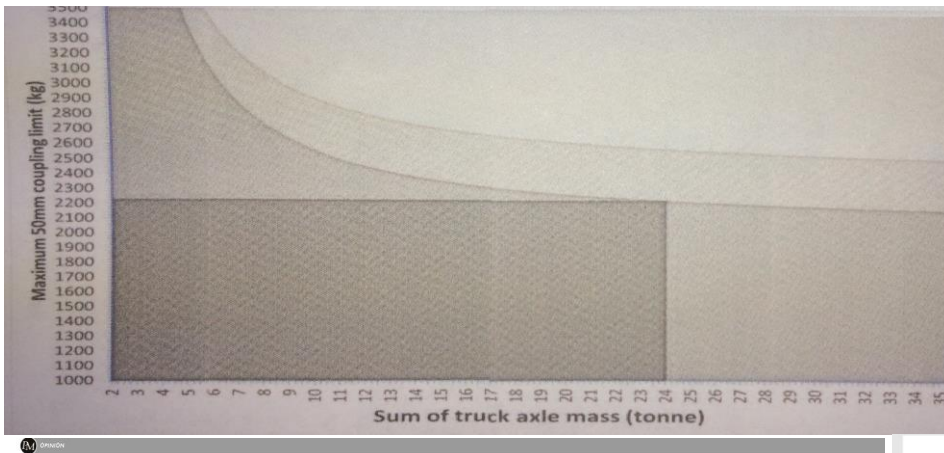
- TIC CTO has discussed with the NHVR, the possibility of tests being conducted by a suitable test group, that would validate, or disprove, the NHVR's "D-value" de-rating approach used in VSG-16
- This would entail:
 - A test schedule developed jointly by TIC, TIC members and the NHVR
 - Testing by an independent test authority, potentially witnessed by TIC, TIC members and the NHVR
 - Subject to test results, the NHVR's re-evaluation of VSG-16
 - Subject to test results, the NHVR and industry calling on Standards Australia for an immediate review of AS4177
 - Review of AS4177
- TIC to investigate and source testing quotes for light, medium and heavy vehicles options and liaise with HVIA (Paul Caus).

March 2018 update:

- TIC is working with Bisitechnics to develop and undertake testing
- Timeline (draft) - May 2018
- Initial Test Scope – refer to attachment
- Test Units:
 - 1 (or more units) unladen at about 5 tonne GVM and laden at 12+ tonne GVM both towing 3.5 tonne trailer
- Location - Ballarat
- Costing - Conduct this testing and prepare a report, indicative budget is \$30k - \$35k + GST

May 2018 Update:

At the request of the NHVR, Bisitechnics has updated the test program sheet
Meeting discussion – Test funding, NHVR's internal issues, ARTSA's view as published in Prime Mover magazine February 2018: For more details see Web link below.

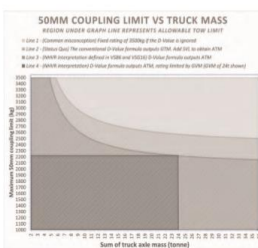


THE EFFECT OF VSB6 ON BALL COUPLINGS

THE NATIONAL HEAVY VEHICLE REGULATOR HAS RECENTLY RELEASED A MAJOR UPDATE OF VEHICLE STANDARDS BULLETIN NO 6 - THE NATIONAL HEAVY VEHICLE MODIFICATION CODE (VSB6) THAT - AMONG MANY THINGS - HAS CHANGED THE REGULATIONS AROUND BALL COUPLINGS.

By: Phil Webb

The National Heavy Vehicle Regulator (NHVR) has made many significant changes as part of major updates of Vehicle Standards Bulletin Number 6 (VSB6) - the National Heavy Vehicle Modification Code. One of the rated capacity of the most common coupling type in Australia, the 50mm ball coupling, which now may no longer be able to be used to tow some trailers or caravans.



The graph shows how the four interpretations result in different maximum trailer weights. With Table 4, representing the new interpretation of the new VSB6, shown as highlighted for a truck with a GVM of 24 tonnes.

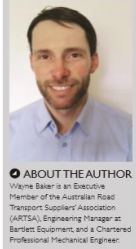
In EC Regulation 55 and AS 2213.1, existing means for mass rating and using the European naming convention, this equivalent formula returns the axle group Gross Trailer Mass (CTM) $(GTM) = (T+C)(1+C) \pm$ transport fee



COMBINATION PINTLE HOOKS Many 'combination' pintle hooks must also be de-rated. Some exist on the Australian market that incorporate a 50mm ball to the above rules apply. Operators should insist on strength and interchangeability compliance with AS4 172 for the 50mm ball and separately comply with AS2642 for the integrated pintle hook.

"The new VSB6 emphasizes the importance of using the coupling D-value when rating the capacity of the 50mm ball."

The new VSB6 emphasizes the importance of using the coupling D-value when rating the capacity of the 50mm ball. This has always been the case, so the revised National Standard serves to highlight a status quo that has been poorly adhered to and rarely enforced. To assist operators to calculate the D-value from an equation presented in the VSB6 that is simply a transposition of the aforementioned D-value equation: $CTM \leq 10,000,000 / (D^2 \times CTM - 10,000,000)$ - maximum permitted trailer mass (MPTM).



ABOUT THE AUTHOR
Phil Webb is an Executive Member of the Australian Road Transport Suppliers' Association (ARTSA), Engineering Manager at Barrett Equipment, and a Chartered Professional Mechanical Engineer.

http://www.artsa.com.au/assets/articles/2018_02_2.pdf

May 2018 CTO Meeting Discussion:

Many TIC members expressed concern that the testing costs were quite substantial and even if the testing showed that the NHVR's application of the AS rating formula was too conservative/inappropriate, the NHVR may not change its position on this issue, hence the testing and monies spent would be effectively wasted.

Action: TIC to investigate alternative strategies and discuss with industry, in particular HVIA, if they are willing to assist in providing funds for any proposed testing. TIC to report back to CTO's at the August 2018 CTO meeting.

Item 6: VSB6 Review, Update and Discussion:

VSB6-V3 was implemented on the 1st September 2017 in all States and Territories (including WA and NT) and has moved from the NTC across to the NHVR for future management and maintenance

a) Tipper Bodies – Chris L

Recap:

Issues with compliance with AS1418.8 "emergency stops" by many Australian manufacturers. Originally brought to the attention of the NHVR by Phil Webb at PACCAR on 2nd September



2017, one month before the implementation date of VSB6-V3. On 5th October 2017 the NHVR announced a 6-month transition period (until 1st March 2018) where tippers do not have to comply with the “emergency stop” requirements of AS1418.8.

1 March 2018.

TIC working group to be formed with all interested TIC members (suggestions below).

NHVR TWG to be formed. Facilitated by HVIA with 1 x light truck and 1 x heavy truck TIC Member representatives and a TIC representative.

Proposed - Full TIC Working Group

Paul Lee - Isuzu, also the TIC rep on the NHVR Working Group

Phil Webb - PACCAR, also the TIC rep on the NHVR Working Group

Chris Loose – TIC, also the TIC rep on the NHVR Working Group

Lawrence Lee - Scania

Romesh Rodrigo - Fuso

Neil Carey - UD

Barry Noble – Hino

Adrian Wright - Navistar

May 2018 update:

Tipper Code - HVIA

HVIA has formally agreed with NHVR to coordinate the writing of a new VSB6 code covering tippers. The HVIA's Chief Technical Officer has had a preliminary planning meeting with the NHVR and both have broadly agreed on the process.

Namely:

HVIA to form a working group of members to oversee the preparation of the draft code, chaired by HVIA CTO.

The draft code to be submitted to a Sub Group of the existing VSB 6 Industry Working Group, chaired by HVIA CTO.

Final Draft to be submitted to full VSB6 Industry Working Group (VSB6 IRG), chaired by NHVR. Once agreed by VSB6 IRG, the document will follow the usual process (public comment period, comment review, and then issue of document by NHVR).

It is expected that the first teleconference meeting of the HVIA working group will be held in the fortnight after ComVec.

b) Tow Trucks – Chris L

Recap:

Draft VSB section was sent to TIC CTO's on 26th February 2018

NHVR have requested feedback within 2 weeks

The specific licenced tow truck requirements have been removed from VSB as they are covered by the State and Territory governments requirements. This removes the need for non-licensed tow/tilt trucks to be burdened with the same requirements and costs as emergency licenced tow/tilt trucks

May 2018 update:

No responses received.....

c) Tilt Trays – Chris L

May 2018 update:

Tilt Tray review to proceed in conjunction with tow trucks/tippers



d) Wheels and Tyres – Mark H

Recap:

Draft VSB section was sent to TIC CTO's on 26th February 2018

NHVR have requested feedback within 2 weeks

Primarily looking at fitting Wide Single wheels and tyres in place of dual wheels and tyres on 4x4 trucks. Will also look at Super Single wheel and tyre fitment on trucks and trailers (to replace dual wheel and tyre combinations)

Any interested TIC members to assist Mark H in this Review Group?

TIC Member responses by 5th March 2018 (to Mark H)

May 2018 update:

No responses received.....

Mark H. reviewed the draft and provided extensive feedback back the NHVR, primarily around changing wheel offsets from OEM design standard and the induced wheel bearing and wheel end loads that this offset loading produces.

Also, the requirement to retest ADR35 Brakes was not stated in the Mod. Code where tyre diameters change beyond OEM limits.

The Mod. Code Draft does state that it is NOT applicable to *“conversion of dual wheels to single wheels where directly prohibited by the vehicle manufacturer”*.

Updated Draft was to be circulated to industry for review and comment before the end of April 2018, this has not yet happened.

e) ROPS and FOPS – Mark H

Recap:

Draft VSB section was developed by CVIAA in 2017 and attracted some industry criticism at the time, to be reviewed in 2018.

May 2018 update

No progress, no change.

Item 7: NHVR's Bull Bar Vehicle Standards Guide (VSG-20), update & discussion:

Recap:

- Multiple issues of non-compliance to ADR requirements (particularly low beam headlight illumination angles). The NHVR announced a tentative 9-month transition period until 1st June 2018 for ALL manufactures to have compliant bull bar designs. The date is flexible and is based on support/feedback from the bull bar manufacturers.
- In-service bull bars will be grandfathered.
- There is more information in the bulletin on the NHVR website.
- March 2018, TIC replied to NHVR's request for feedback/comment:
 - DRL's are not a mandated requirement
 - Questioned measurement techniques of “apparent surface” of light
 - VSG is aimed at operators rather than OEM's/suppliers/manufacturers, should apply equally to all of industry
 - Does not list ADR photometric testing as a method of complying lighting with a bull bar fitted
- NHVR has had DIRDC confirm the interpretation as documented in the original draft VSG is correct regarding the “apparent surface” and measurement of the geometric requirements.



- However, DIRDC's Interpretation is based on **VSB9 Installation of lights on road vehicles** originally published July 1996. Potentially out of date now due to new light technologies.
- OEM versus DIRDC understanding of the apparent surface issue to be further discussed.
- VSG-20 was expected to be issued end February 2018 (TIC has asked that the release be held over until all issues raised by industry are effectively resolved) with an effectiveness date of 1st March 2019 (or 12 months after issue of VSG).
- Feedback from NHVR to TIC and industry has been poor thus far.

May 2018 update:

Mark H and Chris L met with the NHVR on Monday 9th April:

The NHVR are still working through "some issues" with DIRDC, however what we do know from our discussions is:

- ALL bull bars, OEM and Aftermarket, will need to comply with the ADR light visibility requirements from a particular date of manufacture.
- That date has still not been defined but will be 12 months from when the VSG is officially released (best guess is that VSG will be released by 30th June 2018, with compliance from the 1st July 2019, but it may be a bit sooner).
- The NHVR can request design details/audit the OEM, or Aftermarket bull bar manufacturer, over the design of the bull bar and the bars compliance to all ADR's (typically lights and in some cases FUPS), this would include test evidence.
- The NHVR is likely to insist that the date of manufacture be stamped on all new bull bars (OEM and Aftermarket).
- The NHVR wants to allow a supplementary light to be fitted to a bull bar (one on each side), if required, to "fill-in" the area of light that is "cut" by any part of the bull bar. This is not allowed by the ADR as the low beam light must come from a single lamp per side of the vehicle. This is one of the issues that the NHVR is discussing with DIRDC, the other is the ongoing saga of how to measure the lights angles/light source (the "apparent surface").
- Peter Austin has approached TIC and requested that TIC and the NHVR "work -up" a proposal for "fill-in" or "top-up" lights, similar to the proposal the was presented to DIRDC for Backlit Badges. Peter believes that this action may help DIRDC "get their heads around" how this concept would work and how such lights could be certified. Do any TIC members want to assist with this project?
- TIC to provide TIC members more details/the revised VSG when this information becomes available. The NHVR has not committed to a timeline, but the 30th June 2018 is approaching fast.....

May 2018 CTO Meeting Discussion:

TIC members expressed concerns that the VSG requirements MUST apply equally to truck OEM supplied bull bars and Aftermarket bull bar designs/suppliers. Aftermarket bull bar designs should not be granted any additional freedoms, or allowances, that are not offered to truck OEM supplied bull bars.

Action: TIC to continue to work with the NHVR on this issue and provide an update at the August 2018 CTO meeting.



Item 8: TIC Codes of Practice revisions, Update and Discussion:

Please be reminded that TIC CoP's are officially and/or legally binding documents for all TIC members

a) Field of View (FoV)

Recap:

- Current situation is deemed by the authorities to be unsatisfactory
- TIC's current FoV Code is not proving not to be effective
- Vulnerable Road Users groups want a clearer enforceable standard
- VicRoads is updating their FoV guide for light vehicles. It will also highlight the issue of internal cab visual obstructions.
- Circulated to CTO's for approved.
Feedback received and included in the draft for discussion.

March 2018 Update: Update and reissued for TIC CTOs approval.

May 2018 Update: Feedback was received from a range of members.

The CoP was not unanimously supported. Document has been updated.

Please refer to the document for discussion around the two options listed in Section 5.

May 2018 CTO Meeting Discussion:

TIC members expressed a number of differing views and concerns over the two options presented, with no clear agreement on either option.

Action: TIC to review and revise the CoP based on TIC member concerns and feedback from today's CTO's meeting. TIC to recirculate the revised CoP for TIC member comment. An update to be provided at the August 2018 CTO meeting.

b) Electromagnetic Compatibility (EMC)

Recap:

The TIC's EMCs CoP is being updated to reflect multiple recent updates to the European Regulations on which it is based

Work has been undertaken in collaboration with FCAI

Note: TIC members complying with the Code are exempt from having their compliance documentation randomly audited by ACMA and all elements labelled, however, ACMA can required TIC members to provide compliance documents in the event a product is suspected of being non-compliant and penalties can be applied.

May 2018 update:

Note ECE R10 Rel 5 effective date is 1/June/16 for new models to cover electric vehicles. Feedback from a TIC Member is that the effective date should be at least 12 months after the release of the updated TIC CoP.

Action: Review the time schedule for finalisation of the CoP, then present to TIC members and on Member acceptance arrange a meeting to present the CoP to ACMA for their approval.

c) Vehicle Recalls

May 2018 update:

- The TIC Vehicle Recalls CoP is being updated to reflect the establishment of the NHVR and changes due to the MVSA review/RVSA implementation.
- Please email NHVR at VehicleStandards@NHVR.Gov.AU as well as WA/NT transport department when a recall is ready for execution, until the CoP is updated.



- DIRDC must be advised as soon as an OEM establishes that there is a need for a recall.
- DIRDC believe a CoP will still be required under RVSA. RVSA legislation details penalties but not the steps to undertake either a voluntary or mandatory recall.
- Draft to be issued before August 2018 CTO meeting, for review/discussion at that CTO meeting.
- DIRDC comment they are not getting regular monthly updates on recalls underway. TOC members to ensure regular reporting of progress be provided to the DIRDC.

Action: TIC to provide an update at the August 2018 CTO's meeting.

Item 9: Buffet Lunch served from 12:30pm (30 minutes)

Item 10: Guest Speaker – Chris Harris, DIRDC

Road Vehicle Standards Act (RVSA) Senate Review, update and discussion:

Chris Harris explained that the RVSA legislation was presented to Parliament and it had already passed by the House of Representatives. The legislation was then passed to the Senate who had referred the Bills to a Senate committee for further review. DIRDC did not expect that this review would lead to any significant changes to the legislation and DIRDC expected the Bills to pass the Senate before the Winter Parliamentary recess.

Chris also confirmed that the Concessional Import Pathways would have no volume caps, unlike the current MVSA RAWs scheme where caps/quotas applied. The only exception was Light and Heavy Trailers where a 4 unit per year cap would be applied for imported Trailers under the RVSA.

Chris explained that the Minister (Paul Fletcher) had requested the removal of the LHD exclusion on imported NC category trucks. All ADR vehicle categories would now allow LHD vehicle imports for conversion in Australia to RHD (where no RHD variant was ever produced). Some Light Vehicle categories would allow the States to decide if on-road registration of an LHD vehicle would be permitted without a conversion to RHD. This latter point would not apply to any N category vehicle. Chris finally detailed that DIRDC would set up "working groups" with "interested parties" to review various areas of implementation and the "rules" governing the RVSA. TIC would be invited to participate in these Groups.

For more detail regarding the RVSA, please refer to Item 10b in the Minutes.

May 2018 CTO Meeting Discussion:

Many TIC members expressed concern that the "rules" for the Concessional Import Pathway were too open/lax and that removing the cap/quota restrictions on the volume of vehicles that could be imported would lead to the Australian market being "flooded" with vehicles that were potentially not "fit for purpose" in Australian operating conditions and could not be supported by parts and service. This would reflect negatively against the OEM Brand representative in Australia and not the Concessional vehicle importer. TIC members also raised concerns that removing the criteria that was originally developed in the RVSA "rules" that prevented the importation of LHD NC category vehicles for the purpose of RHD conversions would also lead to unsuitable trucks and unknown quality of steering conversions being allowed to operate on Australian roads. DIRDC representatives rejected these criticisms of the pending RVSA legislation, claiming that they had researched these issues and found little or no evidence that these scenarios would eventuate. A robust discussion ensued with neither side giving any ground. In the end it was agreed that each party had their own position and that "only time would tell" who's view would be correct.

Action: TIC to inform TIC members if/when the RVSA "working groups" were announced by DIRDC and to ask for TIC member representatives for these working groups, to work alongside TIC's representatives. TIC to report back to CTO's at the August 2018 CTO meeting.



Item 10b: Road Vehicle Standards Act (RVSA) Senate Review – TIC Submission

- A Senate Review of the RVSA was announced on 3rd April 2018 with submissions due on 17th April 2018 (10 working days).
- No State or Territory Governments responded, timeframe was too short for their validation process (require a minimum 21 working days).
- No public hearings will be held.
- TIC submission focused on:
 - Australian businesses have a world leading choice of truck Brands and Models via the Type Approval process, no need for Concessional imported trucks
 - Volume restrictions (caps) MUST remain on all Concessional Import Schemes
 - Heavy Vehicles MUST be “fit for purpose” for Australia operating conditions
 - LHD SEV’s criteria should exclude all trucks, failing this, all trucks above 8.0t GVM
 - RAW’s and SEV’s organisations MUST be Australian entities/registered companies
 - The RVSA should lead to world class safety and environmental benefits for road users and more broadly all Australians
- Tony McMullan and Mark H have subsequently spoken to four of the five Senate Review committee members to put forward TIC’s case:
 - Senator Barry O’Sullivan – RVSA Senate Committee Chair (National - Qld)
 - Senator Janette Rice (Greens - Vic)
 - Senator Colbeck (Liberal - Tas)
 - Senator Glenn Sterle (Labor - WA)
- Tony McMullan and Mark H are also meeting with Jeff Singleton, senior advisor to Anthony Albanese (Shadow Minister for DIRDC) early May 2018

Item 11: Guest Speaker – Timothy Hicks, DIRDC

HV Brake Strategy Phase 2 – ESC. The latest draft ADR35/06 and ADR 38/05 and final RIS, update and discussion:

Tim detailed that ADR35/06 (ESC for trucks and buses), will include all Prime Movers and now Rigid Trucks up to 4.5m Cab/Over and 5.0m Bonneted wheelbases) and RSC ADR38/05 RSC for Heavy Trailers and that approval by the Minister was expected by the end of May 2018. Tim thanked TIC and TIC members for their assistance in the development of ADR35/06 and the ESC RIS.

Tim then detailed that the Department’s next target for HV Braking was the review, development and implementation of AEBS for Heavy Vehicles (trucks and buses). The AEBS update to ADR35/07 would use the existing UN-ECE regulation for HV AEBS. As part of the development of ADR35/07 (AEBS), DIRDC would also look to further extend (mandate) ESC on more Rigid trucks.

Tim then explained that DIRDC’s timeline was to have the ADR developed by the end of this year (2018), with approval in the first quarter of 2019 and implementation timing approximately 12 months after that of ADR35/06 (ESC), but that timing would be discussed with industry (TIC and BIC) and a slightly longer introduction timeline could be considered.

Finally, Tim detailed that the Department would be requesting AEBS fitment rates on existing Australian models and AEBS indicative costings. These requests would be made to TIC and TIC would seek TIC member co-operation in supplying this information on a strictly confidential basis.

For more detail regarding the ADR35/06, please refer to Item 11b in the Minutes.

Action: TIC to request AEBS fitment and cost information from individual TIC members once DIRDC’s information request had been received. TIC to report back to CTO’s at the August 2018 CTO meeting.



Item 11b: HV Brake Strategy Phase 2 – ESC

Recap:

TIC (Mark H and Chris L) had a meeting with DIRD on Tuesday 27 Feb 2018 to discuss feedback to the Draft RIS and in particular TIC's submission. The following were the main discussion points:

- 1) ADR35/06 to include rigid test vehicle guidance in-line with TIC's submission
- 2) Implementation timing – 1/Nov/2020 for NEW and 1/Jan/2022 ALL models
- 3) Incentives: Final draft RIS will contain nothing definitive, but a direction to the states and territories to support the RIS having a neutral impact. Additionally, the industry SVSEG presentation (Removing Barriers) has been included in draft Federal National Road Safety Action Plan 2018-2020 Hopefully this will lead to promising new governmental direction and support. Signoff of the Action Plan is expected in March 2018 by the states
- 4) Updates to draft ADR35/06 expected to be released next week (for TIC use only, at this point in time). They are NOT to be distributed or discussed outside of your organisations. Updates to ADR38/05 also expected next week.
- 5) There is strong support (States/ Territories, ATA, NatRoads, HVIA) to adopt Option 6a (ESC on all trucks). OBP (Office of Best Practice) and Net Benefits do not support Opt 6a. DIRD is under pressure to broaden the scope of ADR35/06 to include ESC fitment to Rigid trucks. DIRD have proposed to TIC an "Option 6c+" that would see 2 and 3 axle NC Rigid up to wheelbases of 4.5m fitted with ESC. DIRD's rollover data suggests that this would capture the majority of current Rigid truck rollovers and is expected to have positive Net Benefits in the RIS. Proposed applicability ADR35/06 wording: "**Category NC vehicles that are 'prime movers', or that have a wheelbase up to and including 4.5 metres; and all ME vehicles.**"
- 6) There would be NO ADR35/06 test requirements for these up to 4.5m w/b Rigid trucks, they would ONLY need to meet the ADR Functional Requirements, that is:
 - Have ESC fitted
 - Warning lights, etc
 - Have ECS/ABS connector (but only if supplied to tow a trailer)
- 7) OEM's can use their own "in-house" ESC tests/standards
- 8) TIC requires feedback from Members who have an issue with the extension of ESC fitment to 2 and 3 axle Rigid up to 4.5m w/b, by Friday 9th March 2018
- 9) The lack of an Australian test facility has been acknowledged and DIRD will support the development proposal of the TMR owned Mt Cotton facility (to be discussed below)
- 10) Simulation to be allowed, similar to cars, with a representative poor/worst case physical test required to validate simulation results for each axle configuration
- 11) Test vehicle selection circular (35/0x-2-1) to be updated. DIRD to offer a draft to TIC by the end of March 2018
- 12) DIRD to consider flexibility with regard to J turn radius and speed (to be discussed below)
- 13) DIRD to consider that the test vehicle needs to complete only 4 seconds around the J turn, or 120 deg., whichever is the lessor. DIRD have provided additional guidance regarding test radius and speeds, while maintaining the lateral acceleration of 0.4g from FMVSS136.

May 2018 update:

- Members did not put forward any objections to including "short wheelbase" Rigid Trucks.
- Final ADR35/06 will require Rigid Cab-Over trucks up to 4.5m w/b and Rigid Bonneted trucks up to 5.0m w/b to meet the ESC Functional Requirements (2 and 3 axle trucks only).
- Finalisation of ADR35/06 & 38/05 with Ministerial signoff expected May 2018.
- Further work and research to support Option 6a (ESC on all trucks) and AEBS.
- Targeting end of 2018 for draft RIS and ADR35/07 (AEBS).



Item 12: Guest Speaker – Steven Hoy, DIRDC

DIRD's Fuel Standards RIS and ADR80/04 (Euro VI and Equivalents) update and discussion:

Steven Hoy detailed that DIRDC had received 55 submissions to the Fuel Standards RIS and that none had been released publicly as yet. DIRDC was reviewing submissions and formulating recommendations to the Minister. Steven was not able to offer a timeframe for DIRDC comment or further consultation with stakeholders. TIC CTO raised the issue of ADR80/04 (Euro VI and equivalents) for Heavy Vehicles being split from Light Vehicle Euro 6 as current diesel standard was acceptable for trucks. Steven acknowledged that was a possible option but that the Minister had not indicated that this was a direction that he would pursue at this point in time.

For more detail regarding the ADR80/04 and fuel standards, please refer to Item 12b in the Minutes.

May 2018 CTO Meeting Discussion:

TIC members expressed their frustration that the process of finalising Heavy Vehicle emissions was clearly being delayed by the fuel standard and CO2 issues for Light Vehicles, none of which effected the introduction of ADR80/04 (Euro VI and equivalents) for Heavy Vehicles.

Action: TIC to report back to CTO's at the August 2018 CTO meeting.

Item 12b: ADR80/04 (Euro VI and Equivalents) and DIRD's Fuel Standards RIS

Recap:

- Unsuitable Australian Petrol fuel standards are likely to lead to the delay of Light Vehicle Euro 6 emission standards. The current Australian Diesel fuel standard is not an issue for Heavy Vehicle ADR80/04.
- Local fuel refineries claim that they will be unable to supply Euro VI suitable Petrol until 2025. This does not meet the governments emission objectives.
- In August 2017, DIRD confirmed to TIC CTO that the Draft Euro VI & ADR80/04 RIS (released 21st December 2016) would allow the staggered introduction of ADR80/04 (Heavy Vehicles) followed sometime later by Euro 6 (Light Vehicles), but NOT the staggered introduction of Euro VI/6 and ADR80/04 for Diesel Light and Heavy Vehicles followed sometime later by Euro 6 for Petrol Light Vehicles. A new RIS would need to be developed for this scenario. And the major health benefits for Light Vehicles (RIS justification) come from Diesel Light Vehicles (there could actually be no viable Cost-to-Benefit case for Petrol Light Vehicle Euro 6).
- If the introduction of Euro VI/6 and ADR80/04 is split, it will be for Light Vehicles (both Diesel and Petrol) vs Heavy Vehicles (Diesel).
- DIRD also confirmed to TIC CTO in August 2017 that the decision to split the introduction of Euro VI/6 (Light Vehicles) and ADR80/04 (Heavy Vehicles) is sitting with the Minister (Paul Fletcher)
- A specific Fuel Quality RIS (mainly to cover petrol grades) is under development and was to be released Q3 2017 for public comment, this did not happen

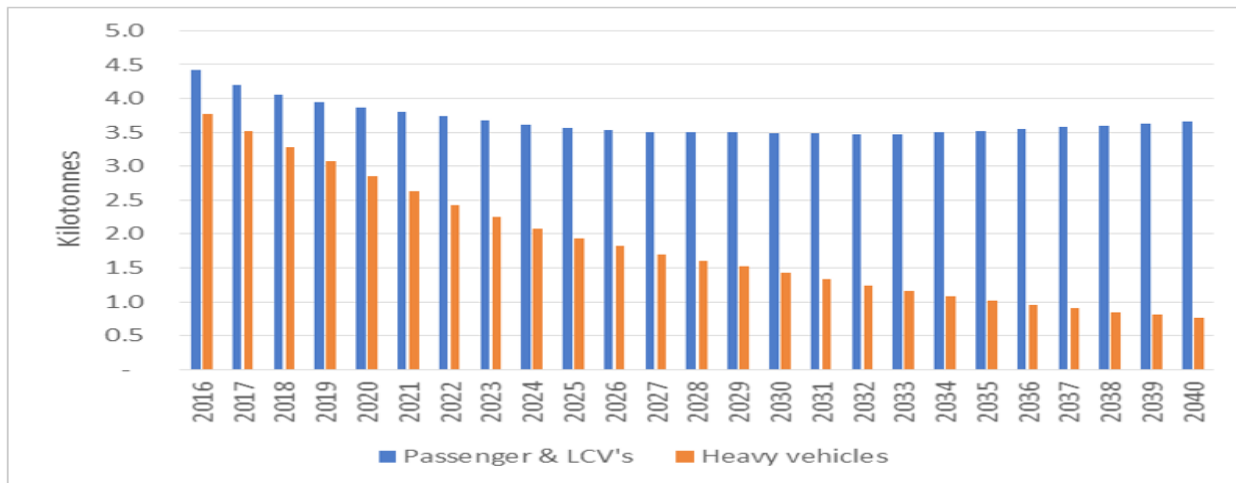
March 2018 update:

- The Fuel Quality RIS was released on the 25th January 2018, with responses due by 8th March 2018
- TIC will lodge a submission
- It is unlikely that until the issues surrounding fuel standards are resolved, the final Euro VI & ADR80/04 RIS will be released
- TIC was told by DIRD (unofficially) in late February 2018 that it was very unlikely that ADR80/04 and Euro 6 for Light Vehicles would be finalised in 2018. This would lead to introduction dates beyond 2022/23.

May 2018 update:

- TIC lodged a submission for the Fuel Quality RIS on 9th March 2018. TIC has received no further information on this issue.
- So why won't the Minister separate Light and Heavy vehicle emission standards?

Figure 7. Projected PM₁₀ emissions from motor vehicles by category of vehicle, 2016–2040



From the above graph it can be seen that Euro 6 for Light Vehicles cannot be justified as a standalone case, it needs to be coupled with Heavy Vehicle emissions to make an economically viable RIS.

Item 13: Guest Speaker – Steven Hoy, DIRDC
DIRDC’s future HV Safety Strategy, update and discussion:

Steven detailed that DIRDC had drafted a new version of the National Road Safety Action Plan 2018-2020 for approval by Ministers at COAG TIC in late May 2018. Heavy Vehicle actions include:

- AEBS for Heavy Vehicles.
- Reducing the Barriers for Heavy Vehicle Dimensions and Mass. This is based on the TIC lead, industry presentation “Removing Barriers” to SVSEG on 22nd November 2017.
- New Safety Technologies Information Program (all road vehicles).
- Vulnerable Road Users and Heavy Vehicle Interactions Near Construction Sites.

May 2018 CTO Meeting Discussion:

TIC members were pleased that the issue of adopting international regulations for axle mass and vehicle dimensions could be reviewed and considered by government in the context of reducing the barriers of bring HV safety technologies to Australia if/when COAG TIC approves the Draft National Road Safety Action Plan developed by DIRDC. TIC also detailed to DIRDC representatives that TIC was working closely with State governments on safety features that could reduce or eliminate vulnerable road users accidents with Heavy Vehicle near construction sites.

Action: TIC to report back to CTO’s at the August 2018 CTO meeting.

Item 14: QLD-TMR and Industry review of S10 Livestock Loading Scheme:

Recap:

- The last Technical Reference Group meeting of the S10 Technical Reference Group and TMR was held on 27th July 2017.
- TMR agreed to a maximum steer axle limit of 7.1t (not 7.2t as recommended by the TRG) when fitted with 375mm, or greater, section width tyres. A maximum 6.5t steer axle limit will apply when the steer axle is fitted with less than 375mm section width tyres.
- A maximum 6x4 GVM of 28.1t was agreed to by TMR.
- No TARE weight or axle mass increases for livestock trailers (over the current S10 scheme) will be allowed.



- The QLD Livestock Association were unhappy with the truck steer axle mass limits (7.1t rather than 7.2t) and tri-axle trailer mass limits (26t on B-Doubles) offered by TMR as a workable compromise. The QLD Livestock Association met with senior TMR officials in September 2017.
- QLD TMR sent an e-mail to all members of the S10 Technical Reference Group on 25th October 2017 detailing that the S10 review was on hold pending further discussions between TMR and the QLD Livestock Association.

March 2018 update:

- The TRG members received an e-mail in January 2018 detailing that discussions were still continuing between QLD-TMR, the QLD Livestock Association and the QLD. Transport Minister in an effort to find a resolution to the outstanding axle mass issues.
- The mail suggested that a meeting of the TRG would be held in February 2018 to finalise the changes to the S10 review. That meeting did not happen.....

May 2018 update:

- No change, no further meetings of the TWG.
- QLD-TMR and the QLD Livestock Association cannot an agreed position.

Action: TIC to give an update at the August 2018 CTO's meeting.

**Item 15: VIC Roads and NSW RMS Vulnerable Road User (VRU) Groups heavy vehicle safety features and systems (beyond statutory regulations).
Update and Discussion:**

Recap:

- Melbourne VRU group is proposing a follow-up meeting to finalise the project
- Cross Yarra Project (CYP) included only 4 items directly from London's CLOCS scheme for truck standards:
 - Warning signage eg for VRU
 - Side under-run protection eg UN ECE R73 as far as practically
 - Blind spot minimisation eg Ft, side and Rr minimised as far as practically
 - Vehicle manoeuvring warnings eg audible warning on left turning units

Recap - Next Steps Proposal:

- TIC to develop a practicable stepped approach to lift the minimum vehicle specification standards of vehicles in government contracts
- TIC to look at the development of Technical Guidelines for safety features not covered by ADR's, for example:
 - Side under-run
 - Forward and rearward blind spot mitigation systems

May 2018 update:

CLOCS (London – UK) requirements are:

1. Side Under Run Protection, if practical (Refer to ATA TAP).
2. Blind spot elimination or minimisation at least one of the following:
 - a. Class V mirrors on bonneted vehicles and Class V & VI mirrors on Cab Over vehicles
 - b. Camera
 - c. Sensor/s and associated driver alert
3. Audible means of warning road users of left-turn manoeuvre. Audible warning devices to be fitted with a manual on/off switch or reset button for circumstances, such as working between hours 23.00 and 07.00 where it may be appropriate for the device to be deactivated.
4. Prominent signage on the vehicle warning road users of the dangers of manoeuvring in and around the front sides and rear of the vehicle/vehicle combination.

Key outstanding issue in Australia is the gap between the truck and dog trailer, which London don't have any experience of (CLOCS trucks don't run trailers). Pedestrians climbed across drawbars,



pedestrians walk and cyclists ride into the space, etc. If any Members have a suggestion, please pass on your thoughts for managing this issue.



May 2018 CTO Meeting Discussion:

TIC members detailed that unique Australian prescriptive requirements should be avoided and that regulations should be performance based where ever practical.

Action: TIC to continue liaising with the various VRU Groups, promoting practical performance based solutions and technologies to protect VRU's. TIC to give an update at the August 2018 CTO's meeting.

Item 16: RVCS system Heavy Vehicle certification issues, Update and Discussion:

Recap:

- Raised by TIC CTO at March 2018 CTO meeting in light of some industry comments regarding Discussion Items raised, inconsistent review/action and delays to RVCS applications for Heavy Vehicle IPA approvals.
- FCAI (James Hurnall) told TIC CTO that there had been a significant improvement in Light Vehicle RVCS processing issues over the past 6 months (have resources been shifted from HV to LV within RVCS?).

May 2018 update:

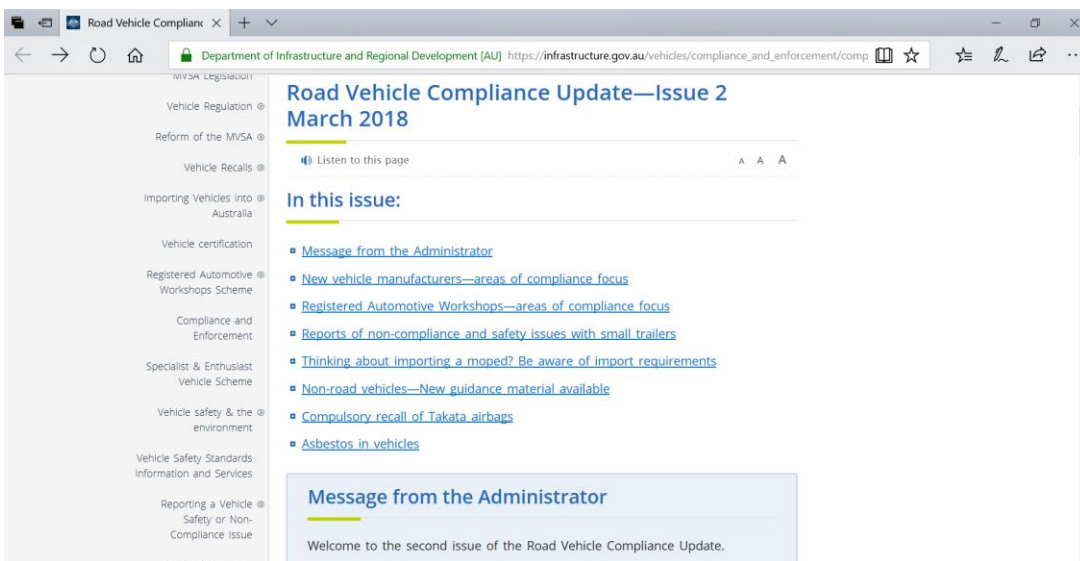
- Scania provided details to TIC of the RVCS issues that they encountered with their recent new model RVSC submissions (Over 100 Discussion Items).



- TIC discussed these issues (via e-mail) with DIRDC/RVCS.
- DIRDC/RVCS reply showed that the Scania submissions were “well above average” during the period of time of submission/review/approval by RVCS (less than 25% of the “average rate” of Discussion Items raised).
- TIC wanted to understand why so many Discussion Items were being raised by RVCS and requested a meeting with DIRDC/RVCS to discuss.
- Chris L and Mark H met with DIRDC/RVCS on 23rd April 2018.
- DIRDC/RVCS presented a summary of the Heavy Vehicle (and some common with Light Vehicle) Discussion Items from the past 1-2 years. From this RVCS presentation it was clear to TIC that there were some common reoccurring issues that could be avoided. TIC agreed to raise these this TIC CTO's:
 - Test Facilities not registered
 - Test Facilities not registered to test nominated ADR (including the ADR VERSION)
 - RVD images must be the correct orientation $\frac{3}{4}$ Front and $\frac{3}{4}$ Rear and File Size
 - RVD must list all the engine types and horsepower's
 - CA and RVD GVM's do not align
 - SE and SF forms must match RVD “variants”
 - All lights must be listed and supporting test documents provided
 - All Warning Bells and Crosses must be addressed with a “post-it-note”
Tip: “Control?” can be used to find out the “warning message”
 - Document Reference Numbers must match (typically before form approval, RVCS can manually correct document reference numbers via an email request)
 - ADR47 requires a “Partially completed vehicle statement”, if you do not fit the reflectors down the side of the vehicle (eg. Cab/chassis)

Classic Mistakes to Avoid:

- Forms submitted with nothing but a Form Reference Number
- Lift-up axle on a 4x2
- RVD images do not match the vehicle (eg. 4x2, image for a 6x2)
- **RVCS have a News Letter! Planned to be 3 issues per year.**
TIC members are urged to subscribe to it. Subscribe at the RVSC website and follow the links:
https://infrastructure.gov.au/vehicles/compliance_and_enforcement/road_vehicle_compliance_update.aspx#subscribe





May 2018 CTO Meeting Discussion:

TIC members were supportive of better communication from VSS on the use of the RVCS system, however some Members expressed concern that there were increasing numbers of inconsistent Discussion Items being raised by RVCS.

Action: TIC to continue to monitor the situation. TIC members to communicate any RVCS difficulties that they are having to TIC CTO. TIC will raise any issues brought to our attention with RVCS. TIC to give an update at the August 2018 CTO's meeting.

Item 17: Government and Industry review of AS2809, Dangerous Goods Vehicles. Update and Discussion:

Recap:

- The forum decided that:
 - There were valid reasons presented that a complete review of all parts of AS2809 should be undertaken
 - ME-057 committee should be reconstituted to conduct the review
 - A list of proposed new ME-057 members was developed (including TIC)
 - Standards Australia would invite existing and new members to join the reconstituted ME-057 committee
- Chris Loose will become TIC's representative on the ME-057 committee and represent TIC members at future AS2809 meetings
- As the review progresses TIC TO will circulate any relevant information to TIC members for comment

March 2018 update:

- 2809.1/2 - 2-day workshop held in Melbourne 20/21 February
- Support for:
 - 2 classes of trucks – pumping and non-pumping.
 - Align closer to the Euro ADR Part 9 (≡ to UN ECE R105) requirements.
 - Reduced heat shielding requirements for non-pumping units
 - Exhaust outlets not to conflict with ADR but can't discharge into a **zone 1 atmosphere which** is 1.5 metre from any connection/coupling point in the tank in any direction when bottom loading or 3m for top loading.

May 2018 update:

- 2-day workshops held March (20/21), April (10/11) and planned for May (7/8).
- Only items which achieve a surface temperature greater than 180 Deg C will require shielding (auto ignition of B100 is about 200 Deg C).
- Fuel drop defectors under the tank and to ensure no heating effect of the tank.
- Wiring – refer to sperate document.
- Battery Isolation – refer to sperate document.
- Where possible align with the Euro ADR standard.

Action: TIC to continue liaising with TIC members who have an interest in the AS2809 review on matters of technical interest and change. TIC to give an update at the August 2018 CTO's meeting.

Item 18: National Heavy Vehicle Write Off Vehicle Register (HV - WOV) Project:

Recap:

- COAG TIC at their May 2017 meeting agreed to develop a National Written-Off Heavy Vehicle Register (WOHVR), similar to the WOV that exists for light vehicles.
- TfNSW was appointed by COAG TIC to head the project.



- The HV WOVV will cover all road registered vehicles above 4.5t, trucks, buses, trailers and mobile plant equipment.
- An Expert Reference Group (ERG) has been formed by NSW for Transport, with representatives from all States and Territories, Austroads, ARRB, insurance companies, heavy vehicle repairers, NHVR, motoring organisations, truck, bus and trailer organisations.
- TIC CTO represented truck OEM's in the ERG.
- If a vehicle is determined to be a Statutory Write-Off, its VIN will be listed on the HV WOVV and it can NEVER be re-registered.
- Unlike Light Vehicles where the WOVV only applies to vehicles up to 15 years old, the Heavy Vehicle WOVV will apply to ANY truck, irrespective of age.
- Preliminary recommendations for the HV-WOVV will be taken to COAG TIC on 10th November 2017, this will include a recommendation made by TIC that COAG TIC determine if the WOVV will apply to vehicles in the 3.5t to 4.5t GVM category, currently these vehicles fall outside the Light Vehicle WOVV and the proposed HV-WOVV.
- There is one (1) more planned ERG meeting at the end of November 2017 where the ERG will vote on the final version of the accident assessment criteria.
- Final recommendations for the HV-WOVV will be taken to COAG TIC in May 2018
- The HV-WOVV could be operational from 1st July 2018, TBD.

May 2018 update:

- The HV-WOVV project is on track awaiting COAG TIC approval in May 2018.
- Technical Guide (for industry use) has been completed, won't be released until COAG TIC approval.
- TfNSW is preparing to hold an industry workshop in late May 2018 to brief industry stakeholders on how the new HV-WOVV scheme will be implemented in NSW from 1st July 2018 (pending COAG TIC approval in May 2018).

Action: TIC to give an update at the August 2018 CTO's meeting.

Item 19: The NTC's VS-MAG meeting, Update and Discussion:

Vehicle Standards Maintenance Advisory Group (VS-MAG)

- The VS-MAG is vital to developing reform by giving the NTC a broader perspective, as the NTC does not manage roads or enforce the law. The VS-MAG gives the NTC insight into decision-makers' priorities.
- Whilst the VS-MAG is the primary conduit for consultation and information gathering, it is not the exclusive source. The NTC consults broadly, generally, and publicly in relation to reform.
- The NTC liaises directly with TISOC and Council.
- The NTC's process for developing reforms to National Law - which includes the Heavy Vehicle (Vehicle Standards) National Regulation (HV(VS)NR):
Document to be circulate to members. (P=Progressed, NP Not Progressed)

Key discussion Items are:

- 1) **VS – Engine Brake Noise**
- 2) **Drawbar warning devices**
- 3) **Tyre tread depth**
- 4) **Non-slip requirement for brake pedal**
- 5) **Requirement for trailer base systems to be connected**



Vehicle Standards Maintenance Advisory Group
Policy responses and next steps
April 2018



| | | |
|-----|--|----------|
| | Summary | 1 |
| | Next steps | 1 |
| I | M1705-01 Protrusion of container hinges | 2 |
| P | M1705-02 Vehicle standards – Engine Brake Noise | 4 |
| NP | M1705-03 Drawbar warning devices | 5 |
| P | M1705-04 Warning signs for combinations longer than 22m | 6 |
| NP | M1705-05 Wide load warning signs | 7 |
| NP | M1705-06 External digital/electronic advertising displays | 8 |
| P | M1705-07, M1705-08, M1705-09 ADR issues | 9 |
| P | M1705-10 Vehicle markings for alternative fuel sources | 11 |
| P | M1705-11 Hydrogen and Electric vehicle labels | 12 |
| P | M1705-12 Definition of road enforcement vehicle | 13 |
| PNP | M1705-13 Flashing white warning lights on pilot or escort vehicles | 14 |
| P | M1705-14 Semitrailer rear bumpers (heavy vehicles only) | 15 |
| NP | M1705-15 Tyre tread depth | 16 |
| NP | M1705-16 Motorbike protective guarding (light vehicles only) | 17 |
| NP | M1705-17 Non-slip requirement applicable to brake pedal surface | 18 |
| P | M1705-18 Requirement for trailer-based systems to be connected | 19 |
| NP | M1705-19 Vehicle dimensions | 20 |

May 2018 CTO Meeting Discussion:

Some TIC members expressed concern about the intent of in-service Heavy Vehicle Engine Brake Noise testing. TIC explained that the intent was to ensure that truck exhaust systems were not modified or tampered with and to ensure that defective components were replaced by vehicle operators/owners. The overall intent was to ensure that HV Engine Brake Noise in built up (urban) areas was kept to an acceptable level. This should not be considered as “witch hunt”.

Action: TIC to continue working with government and other industry groups to ensure that the HV Engine Brake Test was suitable and practical for in-service trucks. TIC to give an update at the August 2018 CTO's meeting.

Item 20: The Takata SRS Air Bar Recall, Update and Discussion:

Recap:

- Many Light and Heavy Vehicle IPA holders have been requested by DIRD and/or the ACCC to provide additional information regarding the Takata Air Bag recall, including:
 - The type of inflator used in a vehicle's air bag system (DIRD)
 - The likely timeline to implement the Air Bag Recall (ACCC)
- These two issues are NOT related.
- DIRD is acting on information from NHTSA in the USA who have found there may be safety issues with non-Takata Air Bags. DIRD are investigating the potential number of vehicles that may be affected in Australia.
- The ACCC are investigating if legal action should be instigated against vehicle Manufacturers and/or vehicle owners for “tardy” response to this safety recall. The ACCC do truly understand all the issues involved.
- TIC recommends that TIC members fully cooperate with both DIRD and the ACCC's requests.

March 2018 update:

The “intensity” appears to have dissipated on both the requests for information from DIRDC and the ACCC as well as the “expected” timeframe to have the recall actions completed. Both organisations are more aware of the “real” issues associated with this recall (parts supply, contacting owners of 10-15 year old vehicles, owners being willing to respond to the recall, etc). When asked by TIC CTO, affected



TIC members replied that they were not experiencing any unrealistic requests from either DIRDC or the ACCC.

May 2018 update:

- On the 28th Feb 2018 the ACCC made the Takata air bag recall “compulsory”. With all OEM’s given until the December 31st 2020 to complete the recall.
- This is the first ever compulsory automotive recall in Australia.
- Two TIC members (3 Brands) are affected.
- FCAI have questioned the ACCC about the practicality of the compulsory recall (parts supply, contacting owners of 10-15 year old vehicles, owners being willing to respond to the recall, etc).
- Can the ACCC force a compulsory recall on non-consumer goods (a commercial truck)?
- TIC CEO’s were urged by TIC management and TIC President at the 14th March 2018 Council meeting to comply with all ACCC requests.
- CEO’s of effected Brands stated that they had the situation well in hand and would have their effected trucks rectified well before the December 31st 2020 deadline set by the ACCC.
- TIC to monitor the situation.
- The Takata Corporation has been sold and has a new name. This new company name **MUST** be used on all new RVCS forms/applications, otherwise they will be rejected. Takata make other products such as seat belts, all their products require the new name.

DIRDC have communicated to TIC that they are not receiving monthly recall updates from a number of TIC members (this applies to ALL recalls, not just the Takata recall). **TIC urges all Members to comply with the TIC Recall CoP.** Under the increased enforcement powers of the RVSA, Members could face prosecution for non-supply of information.

Item 21: Australian Alliance for Energy Productivity – Innovation X-Change and NSW Health Services Zero Emissions announcement:

New agenda item:

- TIC CTO presented at the recent Australian Alliance for Energy Productivity – Innovation X-Change held at UTS in Sydney.
- TIC’s theme was “Improving Heavy Vehicle Energy Productivity Today”.
- At the conference NSW Health Services announced that they will move their entire Light and Heavy Vehicle fleet to Zero Emissions by 2025 (and not by carbon trading).
- NSW Health Services are seeking to work with “partners” to achieve this goal.

Action: If any TIC members have Zero Emission vehicles for sale in Australia now, or coming, and want contact details for the Project Leader for this initiative, please contact TIC CTO. All such enquiries will be treated in strict confidence by TIC.

Item 22: VIC Government’s planned Professional Engineer’s Accreditation Scheme:

New agenda item:

- TIC CTO was contacted by Rob Perkins (ARTSA) who explained that there was legislation to be presented to the Victorian Parliament for a Professional Engineer’s Accreditation Scheme.
- The VIC Scheme would be modelled on a similar scheme introduced in Queensland approximately 5 years ago (stated in the legislation preamble).
- The legislation could be presented to Parliament before the Autumn recess and has the “numbers” to be passed.



- TIC CTO has investigated the Qld Professional Engineer's Accreditation Scheme via discussions with the NHVR, QLD-TMR and HVIA. Findings:
 - Primarily aimed at Engineers in the building and construction industries
 - Applies only to qualified engineers (TAFE and Uni)
 - Applies to Engineers working on QLD Government contracts or works
 - Applies to Engineers working in the public domain
 - Does not apply to Engineers working in, or under, a prescriptive regime (eg. ADR's)
 - Does not apply to Engineers working in an existing registered State scheme (AVE's)
 - TIC CTO could only find one Engineer in a QLD based TIC Member who was registered in the QLD Professional Engineer's Accreditation Scheme (and he was an ex NHVR employee)
 - The NHVR and QLD-TMR do not require their own Engineer's to be registered in the QLD Professional Engineer's Accreditation Scheme, but will pay the annual fees if the employee is a member (so many are registered in the Scheme)
- TIC does not plan to oppose the legislation.
- TIC has concluded that TIC members should be unaffected by this pending Victorian Legislation but suggest Victorian TIC members make their own decision whether to become registered if/when the legislation becomes law.

May 2018 CTO Meeting Discussion:

While TIC members generally agreed that they would not likely be affected by this legislation while working within a company and to ADR standards/regulations, a couple of TIC members raised concerns that similar legislation in Queensland did appear to put the responsibility of proof on the engineer accused of poor work or a wrong doing and not on the accuser. Effectively the engineer is guilty until they prove their innocence, the opposite to general civil law.

Action: TIC to review the issue further with other industry organisations particularly ARTSA and HVIA and consider if TIC should take any action. TIC to give an update at the August 2018 CTO's meeting.

Item 23: Co-operative ITS and Vehicle Regulations, including DIRD, ACMA, AustRoads IRG and NTC - Australian Update:

- a. AustRoads C-ITS Industry Advisory Group:
 - No meetings have been held this year, next meeting is planned for 29th May 2018.
 - Update at the August 2018 CTO meeting in Brisbane.
- b. National Transport Commission's (NTC):
 - NTC have not released any new information, or discussion papers since the update given at the March 2018 CTO meeting in Melbourne.
- c. UN-ECE Update:
 - New Autonomous Vehicle Working Group has been proposed, not decided to proceed as yet, will be decided at June 2018 WP29 meeting. WP29 is very conscious of working with WP1 (road rules, including driving rules and infrastructure). An Ambassador role has been set up between the two WP's. Over the air updates are a hot topic for WP29 along with cyber security. Autonomous Vehicle data was discussed at the last WP29 meeting and OICA delivered a presentation that proposed a "black box" for Autonomous Vehicle's (different to the EU Event data recorder).
- d. DIRDC's review of C-ITS and Autonomous Vehicle cyber security workshop:
 - No news from the cyber security group since the cyber security workshop on the 8th December 2017.
 - DIRDC have released a C-ITS Statement of Intent for Applicable Standards and Deployment. This document outlines that the Government's intent is follow the UN-



ECE standards path for C-ITS technology in on-road automotive vehicles. Statement is on DIRDC's website.

- DIRDC have also listed on their website a set of Guidelines for Supply Vehicles to Market with Autonomous Technologies.

e. Autonomous Vehicle Trials in Australia:

- Covered in SVSEG Update, refer to Item 3 in the Minutes.

Action: TIC to give an update at the August 2018 CTO's meeting.

Item 24: General Business:

1. NTC - The Load Restraint Guide

Hard copies have been ordered for TIC members and will be sent to members when they become available.

2. Green Truck Rating Scheme

Mov3ment P/L (an automotive environmental consultancy) approached TIC to gauge the interest in developing an environmental "star rating system" for Heavy Vehicles. After a presentation to TIC CEO's in 2017 it was agreed to explore the concept. The rating system would be a combination of noxious emission standard and "nominal" fuel efficiency. There is NO intention to have any test regime. To progress this concept TIC has agreed to work with Mov3ment to develop a trial rating system and run a "pilot" with a couple of truck Brands to see if the concept could work. TIC CTO would co-ordinate the work. Are there any TIC members who want to be part of the pilot/trial?

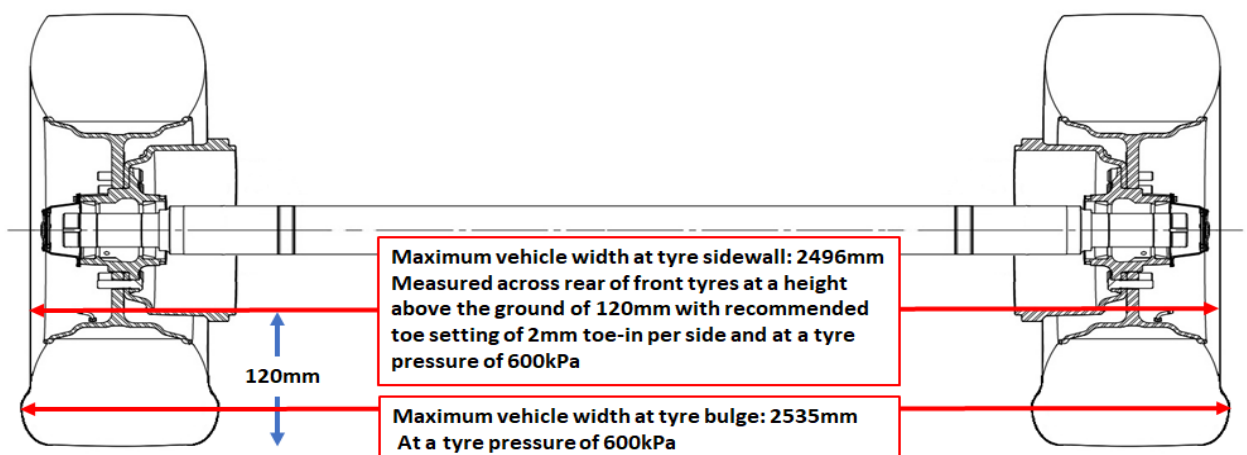
May 2018 CTO Meeting Discussion:

TIC members unanimously agreed that either all TIC members would have to take part in the "pilot/trial" (to ensure that all truck Brands were given a chance to provide information and feedback on the rating system), or no TIC member should be involved in this rating system.

Action: Please email Mark H and nominate the contact person in your organisation and the Brand/s you want represented.

3. M&I to exclude Tyre Bulge from overall vehicle width

DIRDC are working on excluding Tyre Bulge from the definition of Maximum Vehicle Width. In the interim, DIRDC will process a M&I to exclude tyre bulge. The M&I must include the following (prepared by TIC CTO based on discussions with DIRDC):



This is an EXAMPLE, use your own numbers!



4. ADR35/05 Park Brake Issues

This issue was not discussed due to lack of time at the CTO meeting.
TIC CTO to detail these potential issues and circulate to TIC members for their feedback.
TIC to review potential action/s once feedback has been received.

Item 25: 2018 CTO Meeting Calendar:

Next meeting: **9th August 2018**

Location: **Brisbane, NHVR Offices - TBC**

Final CTO meeting for 2018:

8th November 2018, Melbourne (Isuzu's NEW Offices – TBC)

Item 26: Meeting Close:

CTO thanked Members for their continued attendance and participation in this TIC technical forum.

The meeting was closed at 3.39pm

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Chief Technical Officer (CTO)
0408 225 212

Chris Loose
Technical Officer (TO)
0421 029 650