



## **2017-2019 STRATEGIC PLAN**

**Approved by the ATA General Council  
16 November 2016**

## **SAFETY**

### **Member advocacy**

The ATA will:

- work to develop registered codes of practice under the Heavy Vehicle National Law.
- continue working for effective and fair CoR laws, guidance material, and intelligence-led, targeted enforcement, with better information for off-road parties as well as trucking operators and their staff.
- secure revisions to the NTC load restraint manual, including the relocation of the performance standards to the HVNL and WA/NT legislation, as well as better training for drivers and enforcement officers.
- encourage the voluntary take up of telematics, with measures to increase the security of the personal information collected through non-regulatory telematics and continued advocacy for more realistic EWD tolerances.
- lobby the Australian Government to mandate electronic braking systems with roll stability assist for new model trucks and trailers by 2019 and new trucks and trailers by 2020, with appropriate exemptions.
- seek the establishment of a no-blame safety investigation capacity for fatal track crashes that can help guide regulatory and government decisions.
- lobby governments for a nationally co-ordinated share the road safely campaign.
- work for better roads and more truck rest area capacity.

### **Research and best practice**

The ATA will:

- develop and publish technical advisory procedures on load rated curtain systems, in-service tyre operations and roller brake testing.
- participate in publishing the industry brake compatibility guide.
- provide the industry with best practice safety management tools through the TruckSafe® system.
- support research into systems and technologies that will improve safety in the longer term.

### **Communications**

The ATA will:

- continue to provide ATA member associations with shell toolbox talks and other safety collateral for the exclusive use of their members.
- promote best practice vehicle maintenance through the TMC.
- promote sharing the road safely with trucks through the ATA's road safety exhibition, Safety Truck, and its associated media campaigns. From 2017, Safety Truck will feature a new name and a new safety display panel.

## **PROFESSIONALISM**

### **Member advocacy**

The ATA will:

- argue for reforms to heavy vehicle driver training and licensing to improve safety.
- contribute to the development of better competency units and the collection of workforce insights through the ATA's role on the transport and logistics industry VET reference committee.
- lobby governments to consider the safety and training implications of vehicles with higher levels of automation.

### **Research and best practice**

The ATA will:

- continue developing the TruckSafe® training module as a best-practice way that businesses can manage their employees' training.
- develop guidance material for trucking operators about how to get the most out of internship and cadetship schemes and mentoring arrangements.

### **Communications**

The ATA will:

- provide course and career information for potential entrants to the industry and their advisers. In doing this, the ATA will promote the value of earning a nationally recognised qualification.
- promote the vital role of the industry's drivers in delivering Australia's freight and the trucking industry's professionalism, including by promoting certified training for professional drivers.
- continue promoting the benefits of winning a National Trucking Industry Award.
- provide more opportunities for the winners of National Trucking Industry Awards to tell their stories and inspire others to excellence and best practice.

## **VIABILITY**

### **Member advocacy**

The ATA will:

- continue to oppose mandatory minimum remuneration rates for any class of heavy vehicle operator, including contractor owner drivers and small to medium operators, in any jurisdiction.
- campaign against the introduction of any licensing system for trucking operators.
- lobby governments to secure a national truck registration system that does not impose unwarranted costs on industry and that supports future technological change. Any changes to the registration system must include: the inclusion of concessions in the registration process, the removal of registration labels and the introduction of monthly payments by direct debit.
- continue working with the NHVR and governments to ensure they deliver the promised one-stop-shop for road access permits.
- work to secure productivity improvements for the industry, including an increase in steer axle mass limits to 7.5t/12.5t on twin steer with load sharing, and increases to vehicle width and length.
- lobby governments, the NTC, and the NHVR for the increased use of high productivity vehicles on appropriate routes.
- press politicians and regulators for long-term reforms to road planning, investment and charging. These must become independent of the political process and must not impose an increased compliance burden on operators.
- lobby governments for lower and fairer business taxes, and the removal of unnecessary red tape.
- lobby governments for the development of a mandatory code of conduct on payment terms and associated issues.

### **Research and best practice**

The ATA will:

- develop industry-specific economic and business information for ATA associations to distribute to their members.
- maintain the ATA's best-practice checklist for trucking industry contracts.
- develop economic indicators to increase the industry's role in the economic debate and assist trucking businesses and suppliers in future planning

### **Communications**

The ATA will:

- publish the ATA's trucking industry contract checklist and associated guidance material.
- provide operators with factual information about increases in taxes and charges, so they can seek rate increases from their customers as they consider appropriate.

## **BEST PRACTICE GOVERNANCE**

In the 2017-2019 period, the ATA will continue to be run in line with best practice governance principles. There will be:

- efficient board and council processes.
- a well-serviced network of committees.
- effective consultation with members on the development of ATA policy and submissions.

The ATA will continue to promote the benefits of joining an ATA member association and provide its associations with support to increase their membership.

## **MAINTAINING THE ATA'S FINANCES**

The ATA will continue to operate on a financially sustainable basis in 2017-2019, with:

- a budget surplus in each of the three years.
- strong financial control systems leading to unqualified audit reports.
- proactive management, maintenance and upgrading of the Minter Ellison building.

## **A DIVERSE AND PRODUCTIVE WORKPLACE**

The ATA will continue to provide a welcoming, safe and productive workplace for its diverse team. There will continue to be:

- confidential six-monthly performance reviews.
- strong support for professional development and training.
- zero tolerance for bullying and harassment, either from within or without.