



ANNUAL REVIEW 2017

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ATA MEMBERS AND SPONSORS

Member associations



Member companies



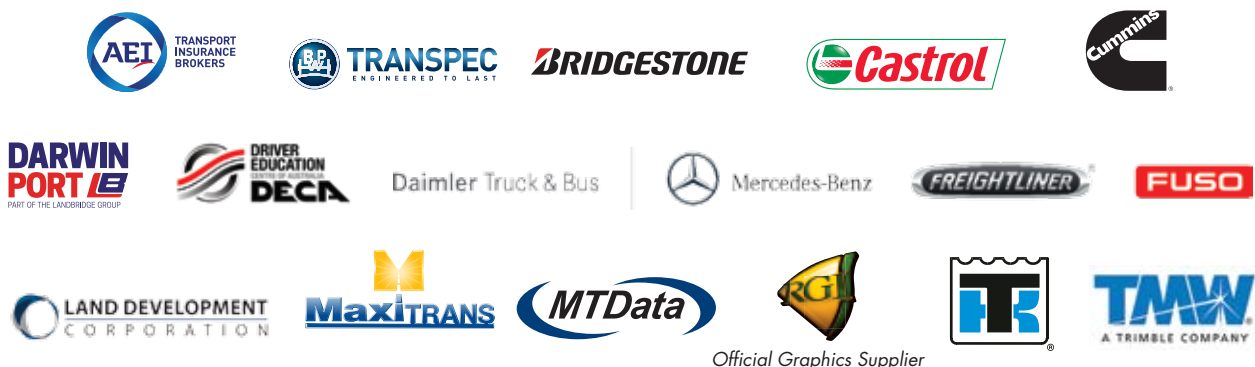
Foundation sponsors since 1991



Major corporate partners



Event, award and fundraising partners



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FROM THE CHAIR

with Geoff Crouch

Welcome to Trucking Australia 2017 and this report on how the ATA has acted on your views in the last twelve months.

I want to thank those who have worked so tirelessly before me, and in particular the ATA's Immediate Past Chair, Noelene Watson.

Noelene made a tremendously positive contribution to improve and develop the ATA and the trucking industry as a whole. Her achievements as Chair include a strong focus on practical road safety measures, the abolition of the Road Safety Remuneration Tribunal and her strong defence of the industry when attacked.

I also believe that we need to maintain our focus on the health issues affecting our industry and the community as a whole, including sleep apnoea and, sadly, suicide. More than 40 per cent of long distance truck drivers are likely to have undiagnosed sleep apnoea, but the subjective questionnaire used in truck driver medicals only picks up about 12 per cent. The ATA had a major win last year when the NTC amended the truck driver medical standards to include a clear warning to doctors that they should not rely solely on the questionnaire to screen for sleep apnoea.

It's a great start, but we need to do more.

Suicide and mental health must also be vital concerns for every business, industry association and our community. As Lifeline has pointed out, suicide is the major cause of death for Australians aged between 15 and 44. More people die from suicide than in road crashes.

This annual review sets out how the ATA has started taking action on suicide through a new partnership with Lifeline. I ask for your support as we, and the community generally, tackle this huge national problem.

The ATA does its work on behalf of our members and associations, and the trucking operators who are their members in turn. In my view, the ATA must pivot to supporting and representing our members more effectively. Our guest speaker at the MTData lunch will be Belinda Moore, Australia's foremost expert in the future of industry and member associations. Her lunchtime address will be followed by a workshop on what we can all do to build the future of our association network.

I want to conclude by thanking our foundation sponsors: BP, NTI and Volvo Trucks.

I would also like to thank the other organisations that make key contributions to the ATA: PACCAR and the PACCAR Dealer Network, CIMC Australia, and all our other sponsors. Their details are set out in this review.

GEOFF CROUCH

FROM THE CEO

with Ben Maguire



I am proud to join this vital and dynamic industry and represent trucking operators as the ATA CEO.

In recent months, I received a warm welcome from many of you in the industry and I wish to reciprocate that welcome and wish you a successful year ahead. I understand there are many challenges that you face on a daily basis to operate in this highly regulated and complex business environment.

In spite of this, we must maintain an optimistic approach for the future and improve how we work together with all our advocacy groups to ensure the industry is heard, and legislation is drafted with industry at top of mind.

How we interact with each other as well as with our stakeholders, the community, regulators, administrators, and legislators, requires accountability from all parties to ensure the industry prospers. This accountability includes how we, the ATA are answerable to members and sponsors.

Our aim is to listen, provide value, and deliver the best possible customer service so your business can be confident in all we are doing. We have started this change through increased collaboration and social media engagement so that we can support you and the community and spread that all-important road safety message.

The ATA continues to play a leading role in road safety, and with initiatives such as the Volvo ATA Safety Truck, TruckSafe and our media and communications team, we have a powerful and effective method to educate the wider community on interacting safely in and around trucks.

I believe the trucking industry is a great Australian story and one that deserves more promotion and profile. This proud industry is full of incredible stories of everyday people who are delivering to every Australian in ways that must be celebrated. I am delighted that we will be showcasing some of these stories in Darwin.

I'm looking forward to hearing from Trucking Australia 2017 delegates about what more we can do to advance our road safety message, reduce crashes and prepare for the future.

The ATA exists to support its member associations, and we hope to use Trucking Australia 2017 as a method of helping our members to prepare for the changing ways that people interact with member associations. There are technological and societal changes occurring in how people join and maintain memberships with associations, but none that are insurmountable with proper preparation.

Thank you, and I look forward to meeting you and hearing your views as Trucking Australia 2017 unfolds.

BEN MAGUIRE

POLICY AND GOVERNMENT RELATIONS



Photo credit: JJ Harrison, Wikimedia Commons, iStockphoto

One of the ATA's key tasks is to develop national policies in conjunction with its members and then lobby the Australian Government and national regulators to put them into effect.

Boosting the trucking industry's safety

In December 2016, important amendments to the Heavy Vehicle National Law (HVNL) were made. The reforms will take effect in 2018, incorporating many of the ATA's suggested changes. The amendments include:

- a primary safety duty that will apply to all parties in the chain of responsibility, including consignors and consignees
- the extension of chain of responsibility to truck maintenance and repairs
- a dramatic reduction in red tape
- higher maximum penalties, and
- a new due diligence obligation on company directors and executives, but with a requirement that the prosecution prove its case.

The ATA has recommended further amendments to the HVNL to provide for better information sharing in cross-border chain of responsibility investigations, and has pressed the HVNL states to agree on common registration data fields so road transport agencies have access to the information they need – but no more.

There is a real need to improve car drivers' knowledge about sharing the road safely with trucks. The ATA has pressed the Australian Government and the NHVR

for funding to include information about sharing the road with trucks in driver licensing education, to amend the AAA's popular keys2drive training program to include coaching on sharing the road, and to deliver safety awareness campaigns, including more tours by the Volvo ATA Safety Truck.

In the 2016 election campaign, the ATA called on political parties to mandate stability control technology for new model trucks and trailers by 2019 and new trucks and trailers by 2020, with appropriate exemptions. The mandated use of stability control in heavy vehicles could reduce fatal heavy vehicle crashes by four per cent, and is needed before even more advanced braking technologies can be mandated. The Australian Government is expected to release a draft regulation impact statement about stability control by mid-2017.

The ATA publishes a series of voluntary technical advisory procedures for the industry. These are developed by our Industry Technical Council, a unique forum of technical experts from both operators and suppliers.

In 2016 and 2017 to date, the ATA published new procedures on certified load restraint curtain systems, slack adjuster setup and roller brake testing. The ATA also published updated procedures on compliant brake chambers, heavy vehicle visibility, stability control and the second edition of our truck impact chart. New safety alerts were published on safety chains, sleeve nuts, and driver's seats.



Images source: iStockphoto

Supporting industry viability

Following the successful campaign to abolish the Road Safety Remuneration Tribunal, the ATA has continued to oppose the establishment of price fixing mechanisms, including in the review of the *Victorian Owner Drivers and Forestry Contractors Act 2005*.

To address the genuine competition policy issues that face small trucking businesses, the ATA has campaigned for reforms to fix extended and unfair payment terms for these businesses. As a result of lobbying by the ATA and other organisations, the Australian Small Business and Family Enterprise Ombudsman launched an inquiry into payment times and practices, which made important recommendations to improve payment times.

In September 2016, the ATA released its contract checklist and unfair contracts information for members of ATA member associations. The contract checklist was originally unveiled in an exclusive masterclass at Trucking Australia 2016.

Supporting a more professional industry

The quality of driver training and the rigour applied to driver licensing assessment is highly variable. As a result of lobbying from the ATA, Australia's road transport agencies have commissioned a review of the National Heavy Vehicle Driver Competency Framework. This review is expected to be completed in late 2017.

Through its membership of the Transport and Logistics Industry Reference Committee, the ATA is advocating for VET competency units that emphasise safety, are relevant to industry, and that address the training issues associated with vehicles with higher levels of automation.

From January 2017, TruckSafe accredited businesses have been audited against new standards, which include the introduction of a practical driving assessment as part of a driver's induction. All those covered under the TruckSafe standards will need to be re-inducted every three years. For drivers, this will include a refresher of their practical driving assessment.

COMMUNICATIONS AND CORPORATE RELATIONS

Communications make up an integral aspect of the activities of the ATA. In 2016 and 2017 to date, the ATA had a number of successes, including improving industry training, the nationwide celebration of the trucking industry, TruckWeek 2016, and successful lobbying for amendments to the Heavy Vehicle National Law.

The ATA produces a range of communications products to help promote and represent the industry. Our weekly free newsletter, the Friday Facts, disseminates trucking news and updates to more than 6,000 subscribers. In 2016 and 2017, Immediate Past Chair, Noelene Watson spoke on the work of the ATA on a variety of different media platforms.

These media outlets included trucking industry geared media such as Prime Mover, BigRigs and ATN, as well as the ABC and mainstream print newspapers. The ATA supports its member associations through the publication of Friday Facts articles, production of shell articles for dissemination on key topics and social media engagement.

In 2017, the ATA increased its social media engagement and interaction, with increased sharing and retweeting of member association and sponsor content. ATA CEO Ben Maguire's attendance at the Lifeline and Huffington Post #stopsuicidesummit on 1 May 2017 was especially successful. Ben's Tweet on his attendance was the number one retweeted post on the #stopsuicidesummit hashtag in Australia for several hours, and on that day the ATA received 1,200 impressions.



From January 2017 to mid-May the ATA received on average 407 impressions a day on Twitter. On Facebook since January 1 2017, the ATA has increased its audience by more than 200 people, and on LinkedIn the audience has increased by more than 100 people.

In addition to the valued contributions by the Chair and the CEO, the ATA produces regular media releases for trade and general media. This presents the industry's issues and views to the Australian public. The ATA runs two premier events a year, Trucking Australia and the Technical and Maintenance Conference. These events create important discussions regarding the policy direction for the coming year and are an opportunity for the trucking industry to collaborate and network.

Every year the ATA has the pleasure of honouring exceptional members of the trucking industry through the National Trucking Industry Awards. These awards garner a great deal of attention and participation.

NATIONAL TRUCKING INDUSTRY AWARDS WINNERS FOR 2016 AND 2017 TO DATE



David Coonan, Castrol Vecton Industry Achievement Award



Cade Robinson, Craig Roseneder Award

Outstanding Contribution to the Australian Trucking Industry
Sponsor: ATA Foundation Sponsors
Bryan Smith, Rocky's Own Transport (Rockhampton, QLD)

National Professional Driver of the Year
Sponsor: ATA Foundation Sponsors
Nigel Felton, All Purpose Transport (Berrinba, QLD)

National Trucking Industry Woman of the Year
Sponsor: Cummins South Pacific
Melissa Taylor, Taylor's Removals and Storage (Toowoomba, QLD)

Don Watson Memorial Award
Doug McMillan (Wodonga, VIC)

TruckSafe John Kelly Memorial Award
Sponsor: Austbrokers AEI Transport
Fellows Bulk Transport (Deniliquin, NSW)

National Training Excellence Award
Sponsor: DECA
All Purpose Transport (Berrinba, QLD)

Castrol Vecton Industry Achievement Award
Sponsor: Castrol Australia
David Coonan

Craig Roseneder Award
Sponsor: Castrol Australia
Cade Robinson

Bridgestone Bandag Highway Guardian Award
Sponsor: Bridgestone Australia
Matthew Mitchell
Renzo Bruschi
Garth Hayes
John Fabian



L - R: Outstanding Contribution to the Trucking Industry Award winner Bryan Smith; Don Watson Memorial Award winner Doug McMillan; National Professional Driver of the Year Nigel Felton; National Training Excellence Award winner All Purpose Transport, represented by Belinda Polglase; National Trucking Industry Woman of the Year Melissa Taylor; TruckSafe John Kelly Memorial Award winner Fellows Bulk Transport, represented by Paul and Jenny Fellows.



The Volvo ATA Safety Truck participated in a number of community fundraising events in 2016, including the Camp Quality Brisbane Convoy for Kids as well as the Bega Kids Convoy. The Volvo ATA Safety Truck also attended truck shows, market days, festivals and community shows, as well as high exposure events such as the Canberra Cancer Convoy, the Koroit Truck Show, the Burrumbuttock Hay Run and many more.

EVENTS THE VOLVO ATA SAFETY TRUCK ATTENDED IN 2016



Page 16 - PSM, August 13, 2016

Students get truck safety message

Glen Schmidtke's big truck was a sensation at Cottesloe Primary School on Tuesday morning.

"It's like a Transformer," one boy cried, before he clambered inside the vehicle.

Mr Schmidtke showed a group of Year 1 students how far in front of the Volvo prime-mover they had to stand so the driver could see them.

"If you got hit, more than likely you'll be gone," Mr Schmidtke said.

"We don't want that; we want you to grow up to be good-looking like me."

Cottesloe Primary was the first WA stop for the Australian Trucking Association's Safety Truck after Mr Schmidtke drove it across the Nullarbor.

"It cost \$1.3million in 2007 and it's had a number of re-births," he said.

The latest refit cost \$450,000. "It's mainly aimed at teenagers, but when I come to primary schools I deliver the same messages - especially to do with mobile phones."

"Kids as young as Year 4 have got them. They need to know using them near the road is just as dangerous as older kids using



Big rig ... Truck driver Glen Schmidtke shows Cottesloe Primary ... Photo: Billie ...

Goulburn Post

Marulan students learn about road safety



The whole of Marulan Public School turned up to a recent Road Safety Day.

The 100 students as well as 150 people from the general public attended the day and participated in the attractions on offer on March 28.

The event was held in Betty Osmond Park. Marulan and there was an impressive Australian Trucking Association Safety Truck setup for all to look through.

Officers from the Home Local Area Command also attended the day and spoke with the children as well as letting them through their police barrier which was held.

A representative of Goulburn's also attended and spoke about truck safety. Then a barbecue lunch was held.

Marulan's Marulan Road Safety Officer Tracy Norbury said it was great that so many in the community turned out for the event.

"The day came about because the council was able to access grant funding from the state to the tune of \$2000 - to be spent within 20km of Marulan," Tracy Norbury said.

"One of the major aspects of living in Marulan is the close proximity of the Highway and the amount of heavy vehicles using the nearby roads from the quarry - so general heavy vehicle awareness is particularly relevant to the town of Marulan."

"A big take-away message for the children was that trucks take a long time to stop and if the day comes just one young backpacker driver saying 'man - don't get too close to that truck' - or for children to be extra careful around trucks then that is great."

"The council would like to thank Marulan for their support."

"It was also great that we were able to get the Australian Trucking Association Safety Truck to stop in the village. This truck is usually based in the NT, but it was heading through from Canberra."

"Another bonus to come from the day was that a Trinity Catholic College student went on a visit to Marulan as part of the day and may have secured himself an apprenticeship as a result."

A spokesperson from Marulan Public School said the students had a great time at the event.

"Marulan Public School had a wonderful time at the Road Safety Day last Tuesday," the spokesperson said.

The whole school attended with the students able to enjoy the technology and learning experiences offered by the interactive truck.

Students learned the importance of road safety whilst participating in a variety of activities and interactions with local community members including an on-site police look-see police van and car as well as the Goulburn's Environment and Heritage.

Marulan Council had a message video provided by Goulburn Marulan and Marulan.

PRIME MOVER

Home Magazine News Features Text Drive What's On

Volvo-ATA Safety Truck honoured

Posted on Sunday 22nd January 2017



event, especially on my first stop for the year," he said.

"Trucks behave differently when accelerating, braking, climbing hills, so the community understands how trucks behave, the better prepared drivers are, the better the Volvo-ATA Safety Truck messaging is to educate about safety, potentially lifesaving."

The Volvo ATA Safety Truck features state of the art technology with video around trucks, demonstrating key safety concepts such as avoiding blind spots, turning vehicles as well as other safety issues such as driver distraction.

"The Kororoi Truck Show Committee is most appreciative of the Volvo-ATA Safety Truck, which only provides those truck drivers present to review their driving and safety standards, but it also allows the general public to see what dangers and safety concerns truck drivers encounter on the roads and how they can adjust their driving to allow for trucks," added Julie Houlihan, Secretary of the Kororoi Truck Show.

The Volvo-ATA Safety Truck is a safety initiative of the ATA that teaches the wider public about how to share the road safely with trucks. The Volvo-ATA-Safety Truck participates in road safety education programs at trucking industry led community events and other public events around the country. The Safety Truck is by BP and protected by NTL.

OWNER DRIVER

VOLVO-ATA SAFETY TRUCK SHORTLISTED AS AWARD FINALIST

Date: 15.03.2017

Education vehicle shortlisted for Australian Road Safety Award

The Volvo-Australian Trucking Association (ATA) safety truck has been shortlisted as a finalist in the community program category of the upcoming 2017 Australian Road Safety Awards.

An initiative of the Australian Road Safety Foundation, the awards acknowledge the achievements of road safety stakeholders and recognise their commitment to improving road safety outcomes.

The awards also aim to raise awareness of programs and organizations that are improving road safety.

The winners will be announced in Melbourne on March 22.

The Volvo ATA Safety Truck is a mobile education centre that educates road users on safety-related issues involving heavy vehicles using videos and interactive displays.

The truck demonstrates key safety concepts such as avoiding blind spots, not cutting in or overtaking turning vehicles, and other issues such as driver distraction and importance of seatbelts.

Last year, the safety truck attended events, including school visits, and engaged with over 30,000 visitors who came through the exhibit and shared its safety messages.

"The nomination highlights the ATA's for practical road safety measures," ATA said.

"In its 2015 major accident investigation was not at fault in 84 per cent of the cases."

"The safety truck's work in educating road users and the community about road safety."

"Trucks behave differently to cars and the community understands road safety."

The safety truck is funded by BP and NTL.

For more information, visit the ATA website.



ATA Safety Truck with official driver Glen Schmidtke

Collie Mail

Tuesday October 11, 2016

News | Local News

SW road safety workshop rolls into town

Thomas Munday | thomas.munday@colliepostmedia.com.au

9 Oct 2016, 9:22 a.m.

Share Tweet Email



All aboard: Safety Truck driver/presenter Glen Schmidtke with Premier Coal and South Metro Youth Link representatives. Photo: Thomas Munday

SPONSORS AND CONTRIBUTORS



Last year, the ATA celebrated its 25th anniversary of partnership with Volvo, BP and NTI. The ATA would be proud to continue that partnership for another 25 years.

The PACCAR & Dealer Network continues its support of the ATA. PACCAR is the major sponsor of the Technical and Maintenance Conference, held in conjunction with the Australian Road Transport Suppliers Association.

The ATA's auction sponsors include Volvo Trucks, CIMC Australia, Thermo King, Bridgestone Australia, Cummins South Pacific, PACCAR Australia and individual ATA directors. This commitment assists the ATA to continue its strong representation of the industry. The CIMC auction trailer is also supported directly by many industry suppliers.

Event sponsors and exhibitors continue to support the ATA by being involved in Trucking Australia and the TMC. Trucking Australia 2017, is supported by the ATA's Foundation Sponsors BP, NTI and Volvo Trucks. It is also supported by Austbrokers AEI Transport, Bridgestone Australia, BPW Transpec, CIMC, Cummins South Pacific, Daimler Truck & Bus, DECA, MaxiTrans, MTData, PACCAR, TMW Systems, and Thermo King.



At Trucking Australia, MTData hosts the Friday lunch and BPW Transpec host the Friday night dinner. At the Friday night Auction Dinner, the drinks are sponsored by TMW Systems. Trucking Australia also features the Kenworth Legends Lunch and the ATA Foundation Sponsors Gala Awards Dinner. Our award sponsors continue to support the National Trucking Industry Awards: the ATA Foundation Sponsors BP, NTI and Volvo Trucks, Cummins South Pacific, Austbrokers AEI Transport, DECA, Castrol and Bridgestone Australia. Castrol Australia also sponsors the Castrol Vecton Awards Dinner at TMC.

Cummins South Pacific sponsors the hotly contested Cummins South Pacific scholarships for both Trucking Australia and TMC. These scholarships pay for three delegates with great ideas and a bright future to attend each event.

The Volvo ATA Safety Truck is sponsored by ATA Foundation Sponsors, BP, NTI and Volvo.



The truck is also supported by:



Foundation Sponsors
Since 1991



- Alcoa Wheel Products Australia
- Avery Transport
- Bill and Merry Manton
- Blenners Transport
- Branstons
- Bridgestone Australia
- Collins Transport Group
- Connect Logistics
- D&P Haulage
- De Gunst Transport
- DirectHaul
- Don Watson Transport
- Epsom Express
- Hingston Transport
- Ian and Paul Cootes
- MacGregor Logistics
- NHVR
- Kathy Williams AM
- K.S Easter
- LED Technologies
- Marley's Transport
- Meritor
- Mike Almond AM
- MTData
- Peter Rocke
- RAZOR International
- Richers Transport
- Roadmaster
- Rocke Brothers
- Rocky's Own Transport
- Ron Bunker
- Ron Finemore Transport
- Simon National Carriers
- Steve Williamson
- Tasmanian Freight Logistics Council
- Thompson's Transport
- Transport Industries Skills Centre
- Transafe WA
- WARTA
- Wickham Freight Lines

Rice Graphics keep the appearance of the Volvo ATA Safety Truck in top condition with their ongoing partnership.

The ATA also has media partnerships with Prime Mover, Diesel, CRT News, Trailer and Big Rigs.

TRUCKSAFE



What a night! The TruckSafe 20th Anniversary Dinner, held on the Gold Coast on 22 June 2016, was an overwhelming success, with tickets sold out well before the event.

The Chair of TruckSafe, Stephen Marley, along with Vice Chair Owen Driscoll, led the evening's proceedings with more than a few reflections along the way. Stephen reminded guests about TruckSafe's first members gaining their accreditation in 1996, and joined guests in applauding the pioneers from the pilot programs Team 29, Team 200 and Team 2000.

We were honoured to have Michael Coper, the Chair of the TruckSafe Industry Accreditation Council (TIAC), speak about the amazing early history of TruckSafe from a TIAC perspective. Michael has been the Chair of TIAC since its inception and we are all very grateful for his dedication to our program.

Following dinner, our second guest speaker, and Former Chairman of TruckSafe Neil Findlay delivered an inspiring and passionate speech about why we are all part of TruckSafe and urged us all to aim high for the future of our great program. Guests were then treated to a video on the making of the very first ATA television commercial that highlighted and celebrated the role of safety in the trucking industry. It provided an opportunity to reflect on our pioneers and the important work they did to establish the TruckSafe program.

The TruckSafe John Kelly Memorial Award honours excellence in the TruckSafe program. The winner for 2016 was Fellows Bulk Transport of Deniliquin, NSW. Fellows Bulk Transport is a family owned business operated by Paul and Jenny Fellows, and have been operating from its Deniliquin NSW base since 1997. In this time, it has grown from a single

vehicle to a fleet of thirteen trucks with operations across eastern Australia, and moves more than 300,000 tonnes of product each year. Accepting the award, Paul Fellows said he used to sit in the classroom and watch the trucks going up and down the Pacific Highway.

The TruckSafe program was itself a winner in 2016; the program was presented with a Special Commendation Award for Excellence in Professional Development at the CILTA 2016 Awards Evening. The Commendation Award recognises that the program has demonstrated exceptional commitment for more than 20 years in professional development.

The new TruckSafe standards are now in effect, and all TruckSafe operators will be audited against these new standards when their next audit becomes due.

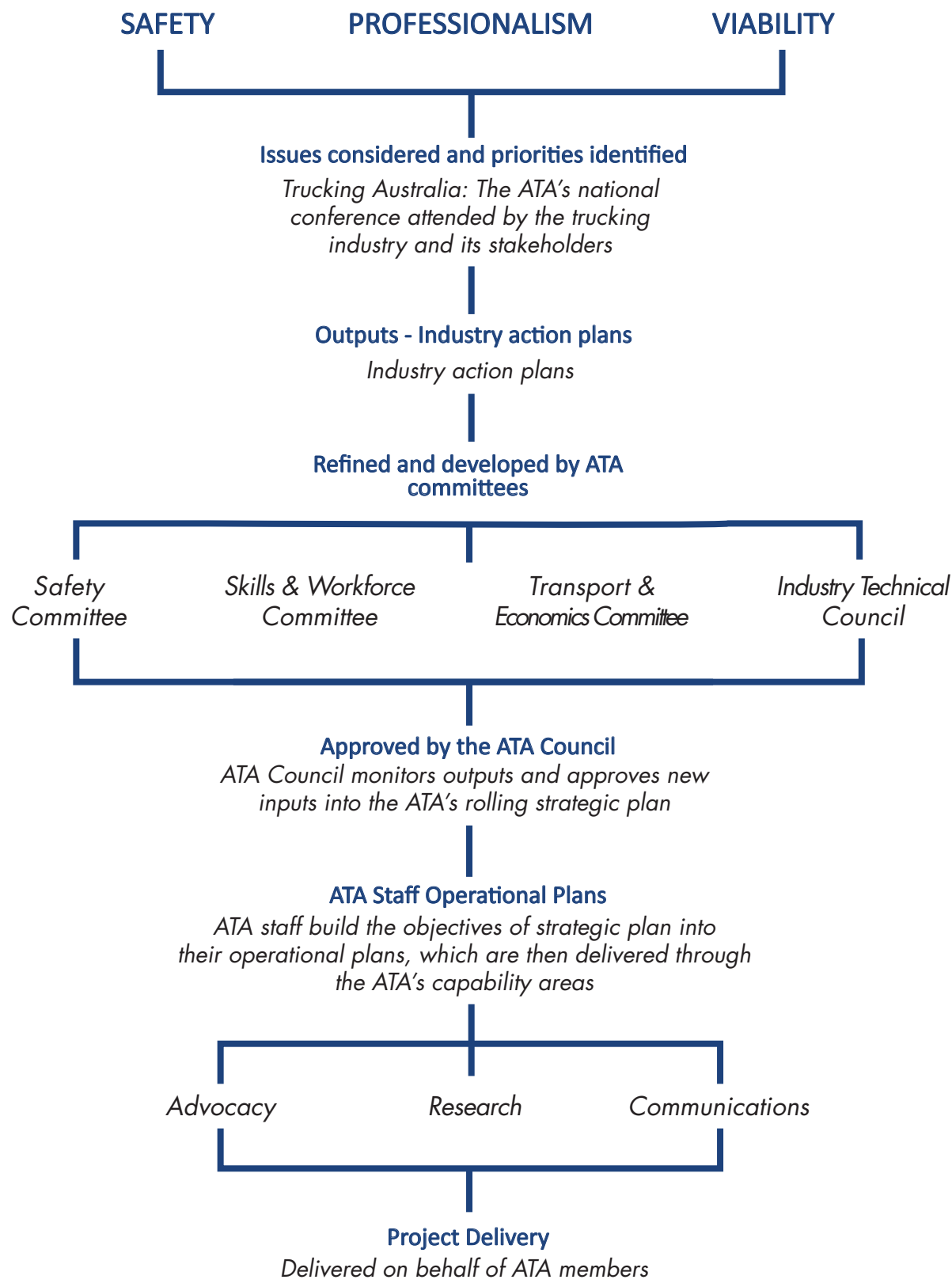
The new standards define a new level of best practice for the trucking industry, and have been updated to account for changes in the regulatory and policy landscape. They reflect the changing regulatory environment, new challenges facing the industry, and improvements in technology leading to new best practice techniques.

TruckSafe will now be based on five mandatory modules, rather than four, and all five must be met in order to gain TruckSafe accreditation. Now that the new standards are in effect our attention has turned to the voluntary module on livestock care with a view to updating the module to conform to current national livestock standards.

A subcommittee comprising of Australian Livestock and Rural Transporters Association, TruckSafe and livestock operators has been created to oversee this update with a view to the new standards coming out in 2018.



DEVELOPING AND ACTIONING THE ATA’S STRATEGIC PLAN



SAFETY TRUCK

THE National Heavy Vehicle Regulator (NHVR) has joined forces with the Australian Trucking Association's (ATA) Safety Truck to drive children to bed.

ATA WANTS FOLLOW THROUGH FROM RETURNED FEDERAL GOVERNMENT

Date: 13.07.2016

an safety, business initiatives, vehicle charging reform, infrastructure improvements and prompt payments on industry agenda.

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WE CAN GET YOU

WORKING

ATA supports Government's white bumper ruling

Industry News

ALC, ATA, NatRoad hail government response to RSRT report

Industry News

BIG RIGS

Industry News

Robinson and Coonan take out prestigious industry awards

Industry News

NewsMail

Industry News

ATA brake chamber standards now available

Industry News

OWNER DRIVER

Industry News

LOOK UP FOR YOUR MATES

Industry News

ATA BACKS COR REFORMS TO INCLUDE REPAIRS

Industry News

Date: 24.10.2016

ATN

Industry News

Swap to the new Colorado

Industry News

RENZO BRUSCHI IS HIGHWAY GUARDIAN THIS YEAR

Industry News

Date: 27.10.2016

PRIME MOVER

Industry News

Transition to road user charge on way

Industry News

ATA flags concerns over truck law investigative powers

Industry News

Date: 27.10.2016

CELEBRATING OUR QUIET ACHIEVERS

Industry News

Watson retires from ATA chair

Industry News

Geoff Crouch replaces Noelene Watson as ATA Chair

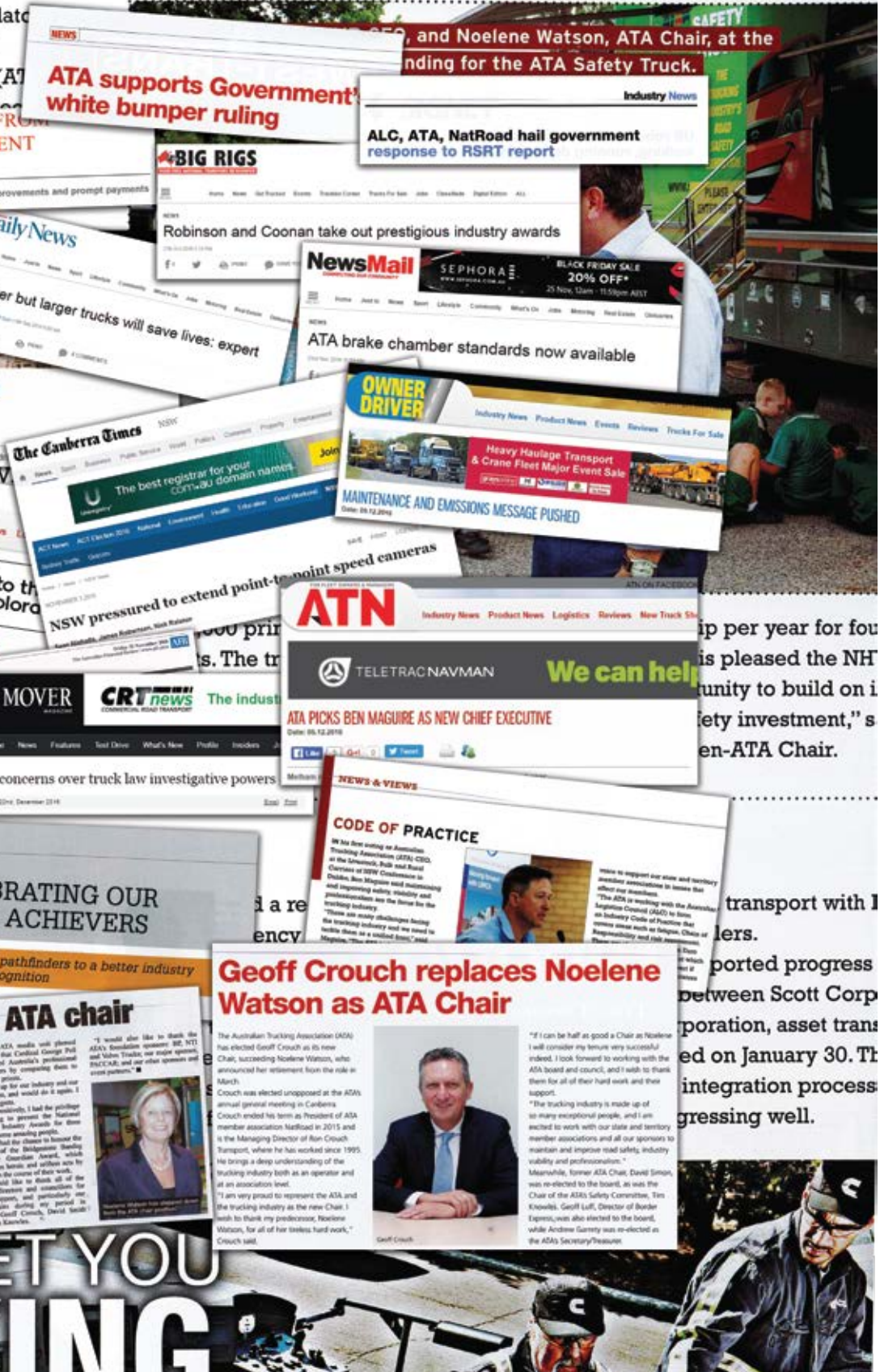
Industry News

CODE OF PRACTICE

Industry News

WE CAN GET YOU WORKING

Industry News



HOW THE ATA IS DELIVERING THE TRUCKING AUSTRALIA 2016 ACTION PLANS



Image source: iStockphoto

BOOSTING THE TRUCKING INDUSTRY'S SAFETY

Review of truck driver training and licensing

Information for car drivers about sharing the road safely

ACHIEVED

As a result of lobbying from the ATA, Australia's road transport agencies have commissioned a review of the National Heavy Vehicle Driver Competency Framework. The review is expected to be completed in late 2017. The ATA also argued successfully for major changes to the four year work plan for developing transport and logistics VET competency units.

IN PROGRESS

The ATA has pressed the Australian Government and the NHVR for funding to:

- include information about sharing the road with trucks in driver licensing education
- amend the AAA's popular keys2drive training program to include coaching on sharing the road. The ATA made this case in partnership with AAA, and
- deliver safety awareness campaigns, including more tours by the Volvo ATA Safety Truck.

Chain of responsibility reforms to hold customers to account, including during load/unloading

More education and information about safety systems/compliance, including to business groups and leaders

ACHIEVED

From 2018, the Heavy Vehicle National Law will include:

- a primary safety duty that will apply to all parties in the chain of responsibility, including consignors and consignees
- the extension of chain of responsibility to truck maintenance and repairs
- a dramatic reduction in red tape
- higher maximum penalties, and
- a new due diligence obligation on company directors and executives, but with a requirement that the prosecution prove its case.

Many of the ATA's suggested changes during the development of the new provisions were adopted.

IN PROGRESS

The ATA and the Australian Logistics Council have jointly proposed developing a master registered code of practice under the HVNL.

The code would provide businesses with clear guidance on how to develop safety systems to meet and manage their common risks.



Intelligence led, targeted enforcement

IN PROGRESS

The NHVR and the state road transport agencies cannot focus their efforts on the few operators who give our industry a bad name without proper information.

In 2016, the ATA recommended amendments to the HVNL to provide for better information sharing in cross-border chain of responsibility investigations.

The ATA has also pressed the HVNL states to agree on common registration data fields so road transport agencies have access to the information they need – but no more.

Mandate safety technology like stability control and AEBS for new trucks and trailers

IN PROGRESS

In the 2016 election campaign, the ATA called on political parties to mandate stability control for new model trucks and trailers by 2019 and new trucks and trailers by 2020. In both cases there would need to be appropriate exemptions.

The Australian Government is expected to release a draft regulation impact statement about stability control by mid-2017.

More truck rest areas and better roads

IN PROGRESS

Lobbying for better roads and improved truck rest areas is always a priority for the ATA.

In the 2017-18 Budget, the Government announced it would extend funding for its critical road safety infrastructure programs through to 2020-21.

This included the extension of the Heavy Vehicle Safety and Productivity Program, which delivers new and improved truck rest areas.

Encourage the use of non-regulatory telematics and other new technologies



More realistic tolerances to assist the takeup of EWDs

Increased mass and high productivity vehicles

IN PROGRESS

The ATA is encouraging the use of new technologies through our technical advisory procedures and our work on vehicle standards.

Since Trucking Australia 2016, we have issued new or updated TAPs on:

- truck visibility
- stability control
- slack adjuster setup and compliance
- compliant brake chambers
- load restraint curtains, and
- roller brake testing.

The ATA published safety alerts on safety chains, sleeved nuts and driver's seats with integrated belts. The ATA developed and published our new heavy vehicle combination braking guide in conjunction with other leading heavy vehicle associations. We are urging governments to alter truck dimensional limits to allow innovations like 360 degree cameras, forward blind spot mirrors and aerodynamic vortex generators.

IN PROGRESS

The ATA will continue to raise the need for more realistic EWD tolerances, including in discussions about the fatigue research being conducted by the NTC and the Alertness CRC.

IN PROGRESS

The ATA is working closely with the Victorian and NSW governments to progress access for high productivity vehicles (A doubles) on the Hume Highway. Their proposed Vehicle Access Improvement Program would allow for 30 metre length combinations; the ATA is pushing for this to be extended to 36.5 metres.

The ATA has highlighted the importance of improved access and increased high productivity vehicle use in a series of submissions to government, including the Productivity Commission's five yearly productivity review and the Government's review of its climate change policies.



The ATA published a second edition of our truck impact chart. The chart has become a standard reference for anyone seeking to understand the benefits and impact of high productivity vehicles.

We have also argued for truck productivity improvements, including an increase in steer axle mass limits to 7.5t/12.5t on twin steer with load sharing, single ultrawide tyres and increases to vehicle width and length.

Seek to register TruckSafe as a code of practice under the Heavy Vehicle National Law

IN PROGRESS

In December 2016, Australia's governments signed a new agreement on competition reforms. They agreed that government business activities should not enjoy a competitive advantage over private providers simply because of their government ownership. Accordingly, the ATA has lodged submissions with governments seeking the same regulatory benefits for TruckSafe operators that are received by NHVAS accredited operators.

Review the ATA's safety policy

IN PROGRESS

The ATA will revise its safety policy during 2017.



**BUILDING OUTSTANDING TRUCKING
BUSINESSES**

Stopping any future RSRT on similar price fixing
mechanism

Increasing the use of high productivity vehicles
Vehicle productivity improvements

Reducing red tape

IN PROGRESS

The ATA made a submission to the review of the *Victorian Owner Drivers and Forestry Contractors Act 2005*, which argued against the establishment of a price fixing mechanism in Victoria.

IN PROGRESS

The ATA's progress on high productivity vehicles and vehicle productivity is set out in the safety section of this report.

ACHIEVED

The forthcoming amendments to the Heavy Vehicle National Law will include a substantial reduction in red tape.

Payment terms for small trucking businesses



Image source: iStockphoto

Lower business taxes

Stopping unfair contracts

Fixing road access permits

IN PROGRESS

As a result of lobbying by the ATA and other organisations, the Australian Small Business and Family Enterprise Ombudsman launched an inquiry into payment times and practices. The inquiry recommended that:

- industry codes that regulate business to business transactions should include best payment practices including set payment times
- the Australian Government should adopt 15 day payment times
- the Australian Government should require head contractors to adopt 15 day payment times and practices through their supply chains, and
- there should be legislated maximum payment times for business to business transactions.

ACHIEVED

Parliament has passed the Australian Government's company tax cuts for businesses with turnovers of less than \$50 million.

- companies with a turnover of less than \$10 million will receive a reduction in their tax rate to 27.5 per cent in 2016-17
- in 2017-18, companies with a turnover up to \$25 million will receive the reduction
- in 2018-19, companies with a turnover up to \$50 million will receive the reduction, and
- the tax rate for eligible companies will progressively reduce to 25 per cent.

IN PROGRESS

In September 2016, the ATA released its contract checklist and unfair contracts information for members of ATA member associations. The contract checklist was originally unveiled in an exclusive masterclass at Trucking Australia 2016.

IN PROGRESS

In 2016, the new national notice for PBS truck and dog vehicle combinations reduced access for trucking operators. Following the ATA's advocacy and NHVR engagement with affected councils, access conditions have improved. Additionally, work has been underway to make permit applications more efficient. With ATA input, the NHVR implemented an online Customer Portal in 2016, and commenced the rollout of the Road Manager Portal in 2017.



Fairer fuel and registration charges

IN PROGRESS

In November 2016, transport ministers approved lower fuel and registration charges to apply from 1 July 2017. This reduction in charges maintains the freeze on heavy vehicle charges revenue, adopted as a result of the overcharging of heavy vehicles.

Despite the freeze, the truck and bus industries will be overcharged by \$515 million in 2016-17 and 2017-18.

The continued overcharging shows that there needs to be an independent price regulator for heavy vehicles. The ATA has lobbied strongly in favour of independent price regulation, and will continue to do so.

National truck registration system

IN PROGRESS

The ATA is lobbying for a truck registration system in the HVNL states that would enable better targeted enforcement.

We argued that any system should include the removal of registration labels and the introduction of monthly payments by direct debit as an option for operators.

WA and the NT would not be affected by this proposal.

The ATA has also pressed the Australian Government to retain and improve the Federal Interstate Registration Scheme.

ATTRACTING AND TRAINING NEW ENTRANTS

Review of truck driver training and licensing

ACHIEVED

The ATA's successful campaign for a review of truck driver training and licensing is covered in the safety section of this report.

Promoting national qualifications
Better TAFE/RTO training

IN PROGRESS

Through its membership of the Transport and Logistics Industry Reference Committee, the ATA is advocating for VET competency units that emphasise safety, are relevant to industry and that address the training issues associated with vehicles with higher levels of automation.

Promoting the industry's importance

IN PROGRESS

The ATA promoted the industry's importance during TruckWeek 2016, which saw industry leaders gather in Canberra to lobby key national decision makers.

The ATA will continue to emphasise the importance of the trucking industry in its submissions to governments.

Better employer information about training and internship schemes
Internships, cadetships and traineeships
School leaver and counsellor information

IN PROGRESS

The ATA will continue working with governments to ensure that industry and potential new entrants are provided with better information about training, career transition and internship schemes.

The ATA supported the launch of the Prime Minister's Veterans' Employment Program in November 2016; Trucking Australia 2017 will feature an important session about getting the best out of diverse groups of people.

Promoting the National Trucking Industry Awards

IN PROGRESS

The ATA promotes the National Trucking Industry Awards and strongly encourages nominations from industry, highlighting this prestigious opportunity to recognise exceptional people and businesses.

Promoting modern truck technology

IN PROGRESS

The ATA is encouraging the use of new technologies through our technical advisory procedures and our work on vehicle standards, as set out in this report.

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