



AUSTRALIAN TRUCKING
ASSOCIATION

2022 POLICY CHARTER



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INTRODUCTION

The Australian Trucking Association has represented the national interests of the trucking industry for more than 30 years.

Significant improvements have been made in safety, productivity and infrastructure.

But the ATA is concerned that safety and productivity outcomes are stagnating. COVID has forced the nation to review our supply chains for goods and services. For the transport industry, this has been challenging and frustrating.

As Australia heads into a federal election, the ATA believes the relationship between this industry and governments needs to be reset.

The ATA supports an engaging, collaborative and positive relationship in the national interest. This needs a focus on outcomes.

David Smith
Chair





Boosting Safety

Challenges

The ATA's target is zero deaths and zero injuries. Our roads do not meet national standards; many older trucks are still on the road. Crash investigations are poor.

- ▷ In 2011, 205 Australians were killed in crashes involving trucks
- ▷ In 2020, the number had fallen to 170. Lower, but still unacceptable.

The improvement rate over the ten years to December 2020 was only 2.5 per cent per year.

ATA RESPONSE

The only way to achieve a dramatic improvement in road safety is to press on with the safe systems approach: safe roads, safe vehicles, safe speeds, and safe people.

The ATA supports:

- ▷ Setting a more ambitious road safety target: a 25 per cent reduction of crashes involving trucks per year
- ▷ The Australian Government funding and operating all major freight roads
- ▷ National road service level standards to guide road spending, rest area improvements and safety, including by enabling the use of modern truck combinations that are safer and reduce the number of trucks on the road
- ▷ An additional 10 year, \$5 billion truck roads and rest area program to bring the road network into line with the national standards
- ▷ Full expensing for trucks and trailers to drive a sustained increase in the use of newer, safer, more sustainable trucks. The target is for 90 per cent of the fleet to be less than ten years old by 2025
- ▷ The Australian Transport Safety Bureau conducting no-blame safety investigations of truck crashes where there are lessons to be learned
- ▷ A maximum of 100 km/h speed limit everywhere in Australia
- ▷ Mandatory medicals for all heavy vehicle drivers against fit for purpose medical standards.

Safe Roads

Australia's road infrastructure gap

Challenges

- ▷ Australia's cities are congested, with freight bottlenecks and poor planning
- ▷ Interstate and regional roads are poorly maintained
- ▷ Truck rest areas are scarce and rarely meet national guidelines
- ▷ The trucking industry's productivity is falling
- ▷ Only \$17 out of every \$100 spent on roads supports freight.

ATA RESPONSE

The Australian Government should fund and operate all major freight roads.

There should be national road service level standards to guide road spending, rest area improvements and safety.

The Government should implement an additional 10 year, \$5 billion truck roads and rest area program to bring the road network into line with the national standards.

All projects would be linked to guaranteed outcomes, including—

- ▷ The construction of rest areas that meet existing guidelines
- ▷ Roads that deliver increased network access via notice
- ▷ Projects that fix gaps in our road and rest area network and align with freight infrastructure plans and service level standards.

Delivering roads better

Challenges

Each year billions of dollars are spent on freight infrastructure. The industry pays for this through road charges. But the selection, delivery and funding options are invisible to the industry as customers.

ATA RESPONSE

- ▷ A freight infrastructure delivery champion attached to Infrastructure Australia
- ▷ Freight project selection and delivery agreed between government and industry annually
- ▷ Delivery and funding updates to be provided, by program, each six months
- ▷ Transport infrastructure plans which include truck rest areas, access and future investment priorities to fix network gaps
- ▷ Adoption of national road service level standards to guide road spending, including metrics on rest areas, heavy vehicle access, road safety and quality
- ▷ A national map of freight infrastructure gaps.

Safe Vehicles

Challenges

The Australian truck fleet is old by international standards.

- ▷ Older trucks have the highest crash frequencies and lack improved safety technology
- ▷ Older trucks produce higher emissions. More than 20 per cent of heavy vehicles are pre 1996 trucks with no emission standards (except smoke)
- ▷ Less than half of Australia's truck fleet meets the latest emission standards
- ▷ Older trucks have poor community impacts, including noise
- ▷ Older trucks perform poorly and have a greater toll on drivers.

ATA RESPONSE

- ▷ Continued full expensing for trucks and trailers to drive a sustained increase in the use of newer, safer, more sustainable trucks on our roads
- ▷ The Euro VI emission standard or the equivalent US/Japanese standards for new trucks
- ▷ A purchase incentive for zero emission trucks.

Safe Speeds

Challenges

Too many Australians die on our roads because of speed.

ATA RESPONSE

- ▷ 100 km per hour speed limit across Australia
- ▷ The Australian Transport Safety Bureau conducting no-blame safety investigations of truck crashes where there are lessons to be learned.



Boosting National Productivity

Access

Challenges

Productivity is falling.

- ▷ 44,000 applications each year to use the roads for which they are intended is wasteful, costly and time consuming
- ▷ In 95 per cent of cases it is completely unnecessary
- ▷ The 'permit' system is a dinosaur
- ▷ The artificial limits on highly productive freight vehicles causes congestion and increases costs
- ▷ There is complete inconsistency between states.

In contrast, Western Australia, Tasmania and the Northern Territory are widely recognised for better access. Those governments partner with and recognise the essential character of trucking.

ATA RESPONSE

Access should be as of right, with high productivity freight vehicles enabling Australia's freight task to be moved in fewer trips, reducing costs, emissions and fuel use.

- ▷ Define vehicle access on the Australian Government funded network to include combinations up to 53.5 metres, such as A doubles and type 2 road trains
- ▷ Off the national network, manage access through an automated notice system based on the successful Tasmanian model. Operators would be able to check their access 24/7. The system would match each vehicle's configuration to the network assets on the vehicle's possible routes. Operators would generally be able to use an available route without needing a permit
- ▷ Reduce the number of access permits that need to be lodged by 95 per cent by 1 July 2025
- ▷ Migrate PBS 26 pallet semitrailers and PBS truck and dogs to the prescriptive fleet, so these safe, productive configurations can be used by any operator.

Heavy Vehicle National Law

Challenges

The Heavy Vehicle National Law is too long and complicated (633 pages) compared to rail (200 pages) or air (150 pages).

- ▷ The law is down among the weeds and can't be changed as the industry changes
- ▷ It is adversarial, punitive and impacts adversely on safety and productivity outcomes
- ▷ It fails to deliver any real benefit
- ▷ Productivity is falling behind
- ▷ Industry is overwhelmed with useless customer audits and red tape
- ▷ The driver work diary has 27 pages of complicated instructions. They are so complicated that even road policy experts can't work them out.

ATA RESPONSE

- ▷ Safety and productivity together. You can't have one without the other
- ▷ World leading best practice – innovation, technology, people, outcomes supported by legislation
- ▷ A collaborative model between customers, government and industry
- ▷ Access as of right
- ▷ The elimination of dumb red tape.

Road charges

Challenges

The current model for setting truck registration charges and the road user charge on fuel is broken.

- ▷ Government road funding decisions are determined by the needs of car drivers. But trucking businesses are expected to pay an outside share of the cost
- ▷ There is no link between road funding and increasing the industry's productivity
- ▷ Truck registration charges can fluctuate wildly from year to year
- ▷ Only one in seven trucking businesses can pass on both registration and fuel price changes to their customers.

ATA RESPONSE

- ▷ Keep increases in truck charges close to expected CPI
- ▷ Lock truck charges in for each three year pricing period, so businesses can manage their cash flows, quotes and customer expectations
- ▷ Impose controls on toll road and port access charges
- ▷ Fund roads against service level standards agreed with industry, including better access for high productivity vehicles and more truck rest areas
- ▷ Only charge the industry for road projects that are consistent with the standards, so businesses no longer pay directly for commuter projects.

Recruitment, Retention and Training

Challenges

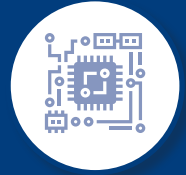
Australia will need thousands of extra truck drivers by 2025, but we are already short of drivers and other logistics workers. Trucking operators compete with every other industry for the same people, but are held back by poor licensing standards and an enforcement system that punishes drivers for making minor paperwork errors.

ATA RESPONSE

- ▷ Trucking is a viable, long term, worthwhile career
- ▷ Better facilities to attract more women drivers
- ▷ Greater diversity, including women, First Peoples and migrants
- ▷ Competency-based training and 'blended' apprenticeships with specialist modules
- ▷ Better government funding for training initiatives
- ▷ Protecting drivers from pernicious law 'enforcement'
- ▷ Driver to driver mentoring
- ▷ Flexible job design.

Trucking operators compete with every other industry for the same people, but are held back by poor licensing standards





Technology

Challenges

Advances in technology are ready to make our transport system safer and more efficient. But government is blocking change.

- ▷ Safety and driver assistance technology is improving road safety, including advances for monitoring blind spots, advanced braking and fatigue monitoring for drivers
- ▷ Data can assist road agencies to improve congestion management, improving the efficiency of our road network
- ▷ Automation can improve record keeping and lower the red tape burden for industry, including the voluntary use of electronic work diaries
- ▷ Trucking businesses are already using automation and telematics to improve dispatch systems and ensure businesses are running efficiently
- ▷ Zero emission trucks reduce emissions, improve urban air quality, reduce vehicle noise, have lower running costs and improve fuel security.

ATA RESPONSE

- ▷ Manage fatigue as a risk
- ▷ Adopt new technology and proven fatigue management systems
- ▷ Adopt electronic documentation and electronic notifications
- ▷ A purchase incentive for zero emission trucks
- ▷ Abolish urban curfews for zero emission trucks
- ▷ Invest in zero emission truck recharging and refueling infrastructure, with a focus on back to base depot facilities and freight routes
- ▷ Set a zero emission truck sales goal of 30 per cent by 2030 and 100 per cent by 2040.

Harmonising Technical Regulation

Challenges

The technical regulations are not applied consistently. They are difficult to understand. The Australian Design Rules are a masterpiece of obfuscation, are out of date and full of confusing provisions. They need a complete rewrite.

- ▷ Documents referenced in the HVNL and other rules are often superseded
- ▷ Operators and designers must scour through heaped tangles of red tape to understand the rules
- ▷ Productivity is being stifled by bridge assessments. Bridges of the same design are not being assessed consistently
- ▷ Inconsistency in pavement assessments has implications for access applications.

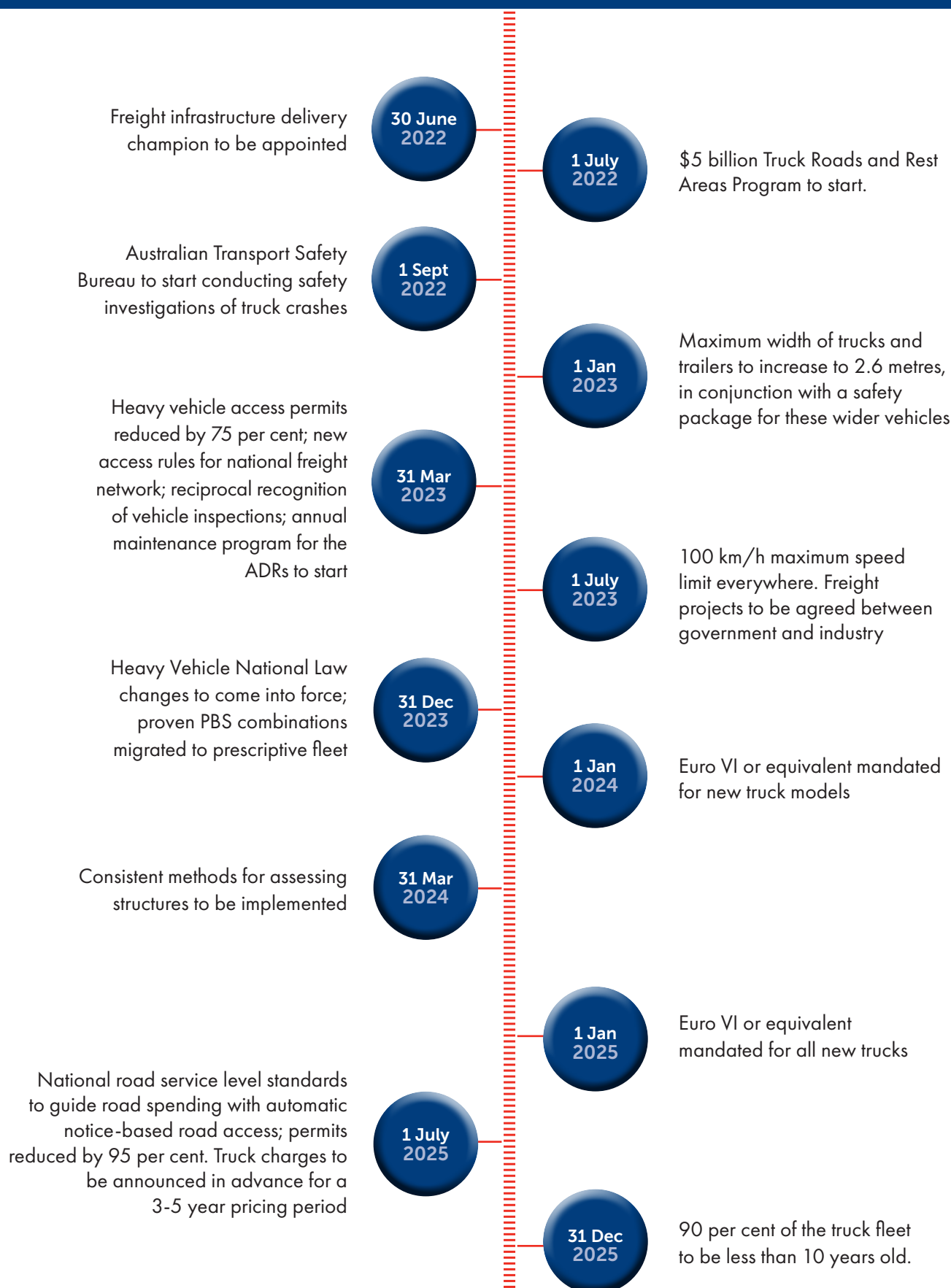
ATA RESPONSE

- ▷ Introduce an annual maintenance program for the Australian Design Rules and vehicle standards, which should include the removal of duplicated provisions
- ▷ Consolidate rules and standards into single resources
- ▷ Introduce reciprocal recognition of roadworthiness inspections
- ▷ Implement nationally consistent methods for assessing structures
- ▷ Provide a national standard for assessing equivalent standard axles including consistent factors for road friendly suspension concessions.



The Australian Design Rules are a masterpiece of obfuscation, are out of date and full of confusing provisions.

TIMELINE





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