



**MINUTES**

**General Meeting  
Lancefield  
Wednesday 14<sup>th</sup> March 2018**

**Attendees:**

Phil Taylor	Isuzu (TIC President)
Mike Fowler	Cummins (TIC Vice President)
Peter Voorhoeve	VGA (TIC Vice President)
Andrew Hadjikakou	PACCAR
Damian Smethurst	PACCAR
Yaguchi San	Isuzu
Richard Eyre	Daimler
Sean McLean	Penske Power System
Andrew Wright	Navistar
Andrew Harbison	Isuzu
Mark Hammond	TIC
Chris Loose	TIC
Tony McMullan	TIC

**Apologies:**

Michael Spink	Eaton
Mikael Janssen	Scania
Martin Toomey	Scania
Steve Lotter	Hino
Bill Gillespie	Hino
Randall Seymore	Penske Commercial Vehicles
Michael Jonson	CNHI Iveco
Paul Illmer	Volvo
Daniel Whitehead	Daimler
Kevin Dennis	Penske CV

**Item 1 Welcome and call for apologies**

President Phil Taylor (Isuzu) opened the meeting at 9.00 am welcoming all members to the General Meeting.

*The President called for apologies which are noted on page one.*

**Item 2 Minutes of the Previous Meeting**

The draft minutes of the November 2017 Council meeting were presented to the meeting.

It was moved by Sean McLean (Penske PS), seconded Peter Voorhoeve (VGA) and passed by all present that the minutes of the meeting held on the 30<sup>th</sup> November 2017 as presented be recorded as a true and accurate record of that meeting.

Business arising from the minutes will be addressed in the course of the agenda.

**Item 3 Discussion: Future Truck Shows – Key Success Criteria**

CEO advised the Council that the TIC President replied to HVIA in response to their email proposing a working group between TIC and HVIA be formed to address the issues raised by TIC at the 31<sup>st</sup> July meeting.

CEO met with HVIA CEO Todd Hacking in February. Meeting was productive as an introduction. Hacking advised that he was made aware of the 31 July 2017 meeting by the former HVIA CEO but only in general terms on the issues TIC members were seeking to have addressed such as naming rights, theming, costs, ROI etc. Hacking said that for the 27<sup>th</sup> March 2018 meeting he will come to the meeting with suggestions based upon what the former CEO had told him.

CEO stated that the aim of the discussion at this council meeting is to agree on the position to be taken to the joint TIC/HVIA meeting on 27 March.

TIC CEO gave the Council a recap to date of the feedback made at previous meetings from Truck Manufacturers regarding Future Truck Shows.

- *Organiser's internal focus*

The current truck show format is a mature offering and serves the purpose of organisers not the major exhibitor, truck manufacturers.

- *Truck Show Concept needs a new look*

Future truck shows are in need of reinvigoration in order to ensure a better connection between truck manufacturers and potential customers. Generating business is the essential reason for a truck show providing exhibitors with value for money given, as is the case with truck manufacturers, their significant financial outlay to exhibit. No truck show organiser in Australia has really focussed on the B2B and B2C sector to the satisfaction of truck manufacturers. Future truck shows need to have a strong focus upon these sectors. A truck show must clearly differentiate itself from any similar events in Australia. The objective is to

conduct a “World Class” event where participants and exhibitors are left with the feeling that the event is more than a truck show. Envisioning the future through advances in technology is central to achieving this outcome.

Before the truck show TIC would like to conduct a world class one-day technology conference. The event manager would be expected to manage this event in addition to the truck show.

The target audience for this conference is government policy makers and associated stakeholders. The purpose of the conference is to inform and educate the audience about the advanced technologies available in today’s trucks and the technology improvements being planned for the future. The conference will also focus upon the interface that is necessary between truck manufacturers introducing these technologies and the development of policy and regulation by Government (Ministers, politicians and public servants) on behalf of the public.

- *Truck Manufacturers’ Concerns*

Concern exists among truck manufacturers as to the increasing cost of exhibiting, frequency of shows, value for money when compared with individual members’ financial and organisational commitment to the show, and the return on investment given the show’s inability to attract customers. These concerns have resulted in truck manufacturers asking themselves why their organisation exhibits in any show.

- *Promoting the themes of the Heavy Vehicle Industry*

TIC Members would like a say in naming rights, theming, ownership and financial return from the truck show. Truck manufacturers believe that the show’s program does not promote the themes and agendas of the heavy vehicle sector in Australia such as the advent of new advanced technologies, improved outcomes for road safety and the environment and does not provide a significant enough incentive for manufacturers to continue their future participation in truck shows particularly given the critical role truck manufacturers play in a truck show’s overall success.

TIC seeks to work with the event manager to market TIC members’ core message. This message would be based around TIC’s positioning statement of “*Today’s Trucks: Safer Greener Essential*”.

- *Participation in truck shows taken for granted*

Truck Manufacturers have often felt over the years that their participation in the Brisbane Truck Show has been taken for granted. Truck Manufacturers as the major exhibitor and draw card seek the opportunity to be involved with the planning of the Brisbane Truck Show.

## Discussion

The President opened the meeting for general discussion reinforcing the points made by the CEO adding that members collectively spend large sums of money to have well-presented show stands. Mr Taylor (Isuzu) made the point that in today’s business environment this type

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of spending is always being scrutinized within individual organisations as to value for money and whether the money could be better spent elsewhere.

Mr Hajikakou (PACCAR) suggested to Council that TIC members and the industry generally through the auspices of TIC should be seeking recognition for their role in a truck show and that this recognition should take the form of profit sharing. Mr Hajikakou suggested TIC members should be asking for 50 to 100 percent profit share with the HVIA.

Mr Voorhoeve (VGA) noted that HVIA record a \$1.2 M profit from the show and suggested that at the meeting on the 27<sup>th</sup> March HVIA should be asked the question, “How do you recognise truck manufacturers?” Mr Voorhoeve suggested that recognition should be in terms of sharing profits and involvement in the planning of the truck show.

Mr Taylor drew upon this point and stressed the need for genuine consultation by HVIA.

Mr Hajikakou expanded upon his earlier comment to make the point that any rebate given by HVIA to the individual manufacturer should be reallocated to TIC to allow the industry’s peak representative body to perform its role more effectively.

Mr Fowler (Cummins) suggested to the Council that at the joint TIC/HVIA meeting delegates from TIC must demonstrate their willingness to partner with HVIA to deliver the best show possible.

Mr Voorhoeve asked members to consider the next steps should HVIA not agree to share profits in particular whether individual manufacturers were prepared to advise HVIA of their unwillingness to participate in future truck shows. He posed the view that if individual members were not prepared to take such a position then the negotiating upper hand remains with the HVIA because truck manufacturers will continue to participate in truck shows.

Mr Eyre (Daimler) thought Council should not be seeking financial gain from the show but instead seeking a commitment from HVIA to better market the Brisbane Truck Show by spending additional funds with the aim being to attract more potential customers. If HVIA recognised truck manufacturers by committing to this additional spend then it was Mr Eyre’s view that truck manufacturers would be prepared to do more to market the truck show using the manufacturers’ data base.

Mr Hammond (TIC CTO) expressed the view that HVIA should be willing to at least share the truck show data base of attendees.

### Conclusion.

The President thanked Council for the discussion and summarised the points made as follows.

TIC seeks to liaise with HVIA in order to achieve a satisfactory arrangement which gives recognition to truck manufacturers of their role in truck shows for the betterment of their industry.

It was agreed by all members that “Recognition” is what is being sought from negotiations with HVIA.

Members agreed Recognition was defined as being:

- Recognition by the show organisers in terms of value for money for the manufacturer given the manufacturer's significant investment and commitment which results in the show's success;
- Recognition in terms of reduced costs;
- Recognition in terms of genuine consultation and involvement by truck manufacturers in the planning of future truck shows;
- Recognition in terms of profit sharing;
- Recognition in terms of financial return for TIC in exchange for individual manufacturers undertaking to market the truck show through their data bases for the betterment of both parties;
- Recognition in terms of increased marketing dollars being spent by the promoter of the truck show in order to generate more genuine customers; and
- Recognition in terms of TIC members having access to the show's data base of attendees.

Council agreed the next steps before the meeting with HVIA on 27<sup>th</sup> March were:

- The President and CEO to draw these negotiating points together into one document;
- Circulate same to the appointed members representing TIC at the meeting;
- Appointed members attending the meeting on behalf of TIC to meet in the week of 19<sup>th</sup> March and discuss these points agreeing on the position to take and meeting strategy.

The President thanked all members for their contributions.

#### **Item 4      Report: New South Wales Government Truck Safety Agenda**

- *New South Wales Heavy Vehicles Fatalities 2017*

TIC CEO introduced this subject matter by stating that in January BITRE released their quarterly report on heavy vehicles fatalities. The findings of this report generated media interest most noticeably in New South Wales where it showed that there was a spike in heavy vehicle crashes only in NSW for 2017.

TIC was invited to a special meeting in January called by the New South Wales Transport Minister to discuss the recent road safety incidents involving heavy vehicles in that state and potential technology solutions. At this meeting TIC spoke to the need for modernising the truck fleet.

TIC issued a media statement noting the need for a strategy to modernize the nation's truck fleet and called for the introduction of incentives to increase the take up rate of new advanced truck safety features into the nation's fleet. Other industry associations and the NHVR supported TIC's call for modernizing the fleet as a means by which to bring safety features to the market more quickly.

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- *NSW Joint Standing Committee on Road Safety (Staysafe)*

In addition the NSW Joint Standing Committee on Road Safety (Staysafe) called for submission for its “Inquiry into heavy vehicle safety and use of technology to improve road safety”.

TIC made a submission to the inquiry. The major points made were:

1. The primary aim of the submission was to advocate to the New South Wales (NSW) Government:

- Australia (and New South Wales) has an old truck fleet which is not as safe as it could be given the advent of today’s modern truck safety technologies; and
- The virtues of modernising the State’s old truck fleet by means of accelerating and promoting the adoption and take up of the more advanced contemporary safety technologies found in today’s trucks.

2. The average age of the NSW Truck Fleet in 2017 was:

- 14.0 years average age (vehicles above 4.5t GVM – ABS Motor Vehicle Census Jan 2017).

This is slightly younger than the national average, but not substantially different.

3. TIC made the point that NSW supports a large amount of heavy vehicle “through” traffic being the centre state of the three east coast jurisdictions on Australia’s busiest road freight corridor. As such it is worth reviewing the truck fleet age of vehicles likely to be using NSW roads.

4. TIC’s submission addressed truck safety from four main perspectives:

- Safety systems, technologies and vehicle types/combinations that prevent, or reduce the likely incidence of crashes;
- Safety systems or technologies that lessen the severity of a crash for some, or all, of the persons involved;
- Safety systems or technologies that prevent, or reduce the likely effects of driver fatigue and/or distraction (and hence prevent, or reduce the likely incidence of crashes);
- Heavy vehicle roadworthiness (ensuring that a truck is maintained in a condition as recommended by the original equipment manufacturer, such that all systems operate as intended).

5. Expectation: TIC will be called before the Parliamentary committee to speak to its submission.

- *NHVR and Road Safety*

At the above mentioned meeting with the NSW Minister the CEO of the NHVR signalled an intent to write to truck manufacturers to get a better understanding of the safety technologies available on today's trucks.

TIC management's understanding is that the letter will ask:

What safety features manufacturers are able to offer over and above what is mandated in current Australian Regulations?

What technologies might be available in the foreseeable future? And

Any obstacles to bring those technologies into Australia?

TIC CEO's understanding is that this letter would have been received by truck manufacturers prior to the Council meeting.

TIC CEO advised Council that the regulator's motivation is to work with truck manufacturers to determine and set a specification that achieves the outcome of improved truck safety. Any information supplied will be treated confidentially. The Regulator's work on this item is expected to be presented to the Ministerial Council Meeting.

NHVR CEO was adamant to TIC CEO that members should not feel this is a threat. This action follows the first ever base line safety survey commissioned into the nation's truck fleet. In the broadest of terms this action supports the intent of TIC's efforts to date to modernise the truck fleet.

*Council noted that members would need to respond to the Regulator's letter individually but in addition agreed that TIC Management should write to the National Heavy Vehicle Regulator (NHVR) formulating a response on behalf of the industry.*

#### **Item 5            Report: Budget Submission 2018/19**

Council was advised that TIC management had prepared a Budget Submission for the Government's consideration when forming the 2018/2019 federal budget due to be announced in May.

TIC's submission focused upon:

- Drawing attention to the age of the Australian Truck Fleet
- The need for the Federal Government to take action in the form of
  - Financial incentives
  - Operator incentives under the guise of productivity improvements, for example, increased mass limits to ensure the operator is not disadvantaged when purchasing an ADR 80/04 compliant vehicle.

Council was further advised that TIC President and Management met with the Minister for Transport to present the budget submission. TIC received a positive response from the Minister who stated that the Government could look at financial incentives to modernize the fleet.

Over the period of January and February media stories referred to TIC's call for Governments to take action to renew the truck fleet as a possible strategy to address a spike in heavy vehicle related crashes in New South Wales. During this period the ATA, for the first time, HVIA and the NHVR all called for incentives to modernize the fleet to speed up the adoption of advanced safety features into the nation's truck fleet. When reporting these stories media outlets referred to these organisations supporting TIC's long held position on this subject given TIC's representations to Government calling for incentives.

#### **Item 6 Report: Electric Vehicle Policy and the Federal Government**

TIC CTO detailed for the benefit of Council members the current policy stance of the Federal Government as it relates to electric vehicles. The purpose of which is:

- To assist TIC Members understand government policy
- To assist TIC Members' future Low Emission truck product plans and
- To assist TIC Members in their discussions with their parent companies.

Council members noted that this issue is specifically addressed in the 2018 version of the TIC National Truck Plan.

TIC CTO advised Council that at the heart of this discussion was the question, "Why doesn't the Australia Government offer incentives for Low Emission Light and Heavy Vehicles, such as:

- Upfront financial incentives/rebates/tax credits, etc
- Remove Luxury Car Tax
- A national EV charging infrastructure/hydrogen production & refueling
- Free, or low cost EV charging, discounted hydrogen fuel, etc."

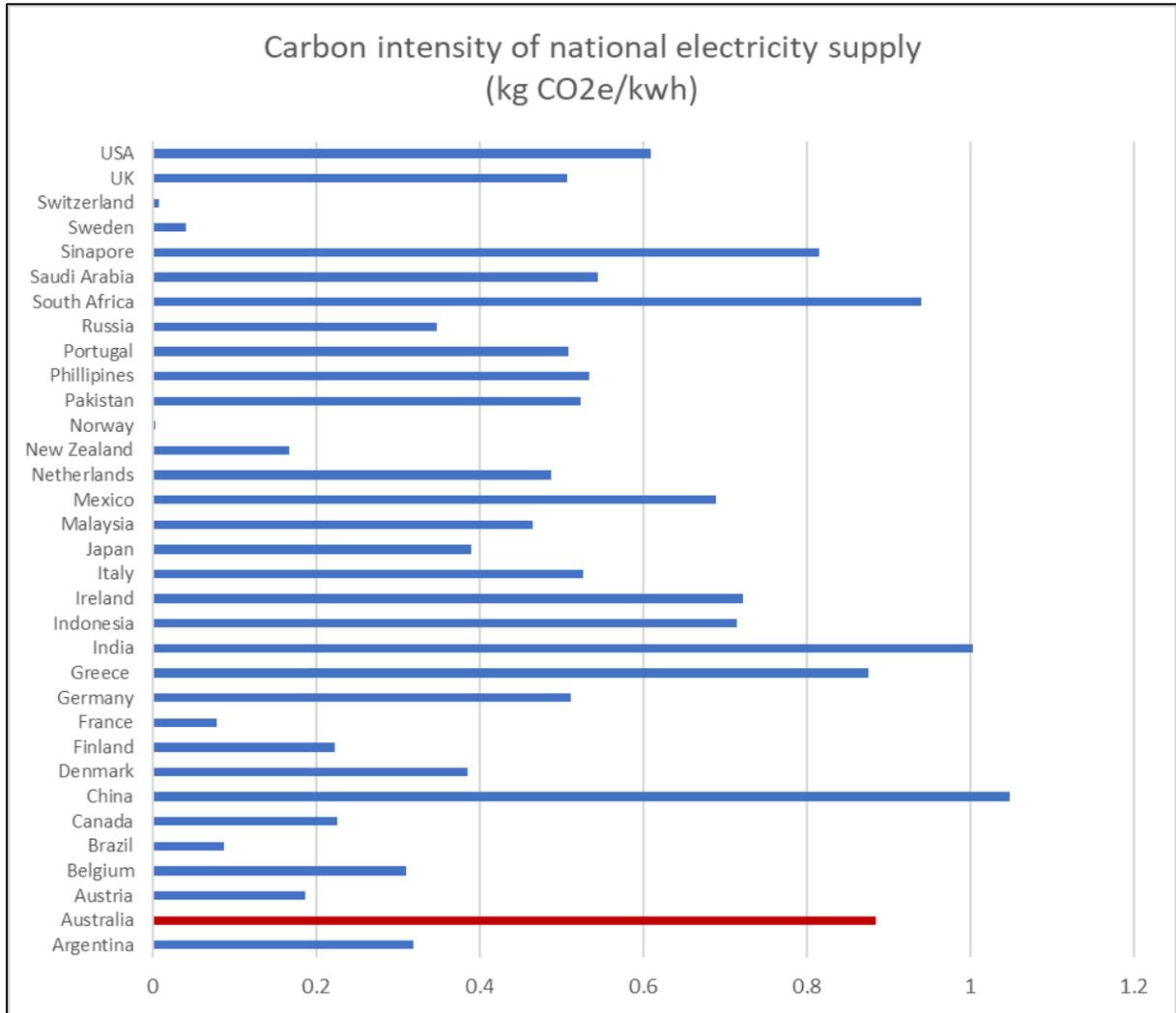
TIC CTO answered this question by stating that the reason the Australian Government does not and will not in the immediate future incentivize electric vehicles is because Australia unlike other countries in the world, for example Europe, produces high carbon intensity electricity. The below graph is telling in that it positions Australia as the fourth worst producer of high carbon intensity electricity behind China, India and South Africa. If the Australian government incentivized the update of electric vehicles the reality is that Australia would potentially produce more CO<sub>2</sub> not less. The Federal Government's short to medium term priority is to reduce the carbon intensity of Australia's electricity supply.

A logical question follows: Why not support other technologies such as Hybrid, Hydrogen, etc? The answer is the Australian Government has a fundamental edict of "not picking winners".

TIC CTO advised Council that the best case scenario for the Federal Government providing incentives for Low Emission Vehicles would be beyond 2025. In this scenario the Federal Government will likely incentivise zero emission "charging systems",

At some time in the future individual State and Territory Governments may offer incentives for Low Emission Light and Heavy Vehicles. These incentives would include:

- Stamp Duty discounts, or wavers
- Registration discounts, or wavers
- Free, or low cost EV charging
- Free or reduced tolls and/or parking, use of bus/taxi lanes, etc.



**Item 7 Report: National Truck Plan 2018**

TIC CEO presented the National Truck Plan 2018 a copy of which will be sent to each member for their information.

CEO detailed the structure of the plan and spoke to Sections 1 to 5 making the point that the logic behind TIC’s plan was that:

The Australian Government has strategic objectives, in terms of Road Safety; Environment, Economy and Energy Productivity. TIC’s plan highlights the gap between the Australian Government achieving its strategic objectives given the reality that Australia has an old truck fleet.

Of particular interest are:

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Section 6 Positive Global Incentive Programs;  
Section 7 Towards a Safer, Greener, Cleaner, Efficient Australian Truck Fleet; and  
Section 8 Cost Benefit Analysis.

CEO spoke to Section 6 detailing the work that TIC Management had undertaken to investigate the type of incentives provided by Governments from around the world where the average truck fleet age was younger than that of Australia.

It was pointed out to Council members that Hong Kong offered the most successful example of a fleet renewal program. Hong Kong's program offered a suite of integrated financial and regulatory measures to reduce the age of their truck fleet. It was noted that success took the form of both incentives and disincentives. In the case of Hong Kong an earlier program of providing only financial incentives alone did not work leading authorities to develop a plan which featured an incentive coupled with a disincentive.

CTO Mark Hammond spoke to Section 7 detailing for Council's information the heavy vehicle safety systems reviewed for the plan; the seven options considered in the Plan to increase the nation's energy productivity thus making the fleet greener by reducing CO<sub>2</sub> emissions, a current priority for the federal government; seven options to improve the efficiency of the nation's truck fleet providing direct savings for operators; and the public health benefits accrued to the Australian population from a cleaner truck fleet that reduces Particulate Matter and Noxious Oxides (NO<sub>x</sub>) emissions.

CEO spoke to Section 8 the Cost/ Benefit Analysis.

The key point being made was that an investment by the Government of \$1.2B over 5 years being the Cost of Accelerated Depreciation would result in the modernization of the Australian truck fleet and lead to savings in terms of avoided health costs, improved road safety outcomes, reduced CO<sub>2</sub> emissions and improved operator savings of \$10.97B over 5 years.

The CEO pointed out to Council members that TIC management was seeking an interpretation as to whether the \$1.2B cost was in fact a cost given that the cost was part of the existing seven year depreciation scheme for trucks, the only point of differentiation being that the cost was being brought forward to year 1 with the balance then being depreciated over the remaining six years. In the short term (First Year) it could be considered a cost, however, in the long term (by the end of the seventh year), the Government would not be out of pocket.

CEO and CTO concluded this item by firstly detailing for the members the financial and regulatory incentives being sought as part of the National Truck Plan 2018 and secondly seeking feedback on two questions that arise from the work done on the plan.

Mr Taylor suggested TIC management should talk to insurance companies to determine what their policy was on financing older vehicles. Mr Taylor felt that finance through an insurance company was not possible for a vehicle over 7 to 10 years old.

*TIC management undertook to contact insurance companies and report back to Council.*

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CEO sought from members their attitude towards the phasing out of vehicles through deregistration. For example:

Stage One: Regulatory phase out of vehicles manufactured prior to 1996 by 30/6/2022 (ADR 80/04 introduction).

These vehicles would be a minimum of twenty six years old.

Stage Two: Regulatory phase out of vehicles manufactured between 1997 and prior to 2003 by 30/6/2024 (ADR 80/04 full implementation)

These vehicles would be a minimum of twenty one years (21 – 28 years) old.

Mr Hadjikakou (PACCAR) commented that the quoted figures as such were most compelling and hard to argue against.

Mr Voorhoeve (VGA) suggested that a possible initiative for TIC members could be to offer a rebate, for example, \$2500 in addition to Government incentives to encourage the modernization of the fleet, particularly pre-1996 vehicles.

Mr Hadjikakou further stated that TIC management could look to the National Gun Buy Back Scheme as an example of a Government program and provide Council with guidance as to how a rebate scheme as suggested by Mr Voorhoeve could be designed.

*TIC management undertook to conduct this analysis and report back to Council.*

## **Item 8            Report: Technical Issues**

TIC CTO discussed the following items with Council. Council was advised that these items had been discussed at previous CTO meetings. A copy of the power point slides presented at the meeting are attached to the minutes of the meeting.

### *a) Motor Vehicles/Road Vehicles Standard Act*

DIRD released the Road Vehicles Standard Act (RVSA) Exposure Draft on 13<sup>th</sup> December 2017 and the Cost Recovery Implementation Statement (CRIS) on 2<sup>nd</sup> February 2018. A series of RVSA workshops across the country were held by DIRD in January and February 2018. TIC Management (Mark Hammond and Chris Loose) attended the workshops.

TIC's submission was lodged (and accepted) on 20<sup>th</sup> February 2018. Key points were:

- Functional issues with the RAV
- Data field issues with the RAV
- TIC must be consulted over definitions for Plant and Special Purpose equipment and that current definitions need to be revised to exclude truck based vehicles
- TIC proposed definitions for “variant”, based on UN-ECE definition and “build date”, based on FCAI definition
- Type Approval applicants should be able to choose which of the CRIS options they want to use, by IPA Number

- LHD trucks above 8t GVM should be excluded from Concessional imports

The Act was introduced into Parliament late February 2018.

*b) Latest developments on the RIS and Final Draft ADR35/38*

TIC Management (Mark Hammond and Chris Loose) met with DIRD on Tuesday 27<sup>th</sup> Feb 2018 to discuss feedback to the Draft RIS and in particular TIC's submission. TIC Management was advised that the likely implementation timing would be 1 November 2020 for NEW vehicles and 1 January 2022 for ALL models, as requested by TIC.

DIRD acknowledged TIC's concerns that there was no current test facility in Australia that could accommodate the J-turn test required in ADR35/06, DIRD undertook to consider flexibility with regard to J turn test parameters.

*c) ADR80/04 (Euro VI and equivalents) & Dept. Environment. Fuel Standards RIS*

Minister will not separate Light and Heavy vehicle standards, so likely ADR80/04 implementation date beyond 2023. DIRD confirmed, will NOT be aligned with ADR35/06 (ESC).

*TIC management will approach Minister Fletcher directly to discuss issues and options.*

*d) NHVR's Risk-based Roadworthiness Inspection framework*

TIC CTO advised that the NHVR briefed TIC and other parties on their high level plans to use the data gathered via NRBS to develop metrics for a Risk-based Roadworthiness Inspection Scheme based on: State / Operator / Vehicle age / Vehicle application and Vehicle Brand and Model. The NHVR also stated that they were considering publishing such information based on Vehicle Brand and Model. 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 roadworthiness information

TIC provided NHVR with a strongly worded submission (31<sup>st</sup> 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.

TIC management were clear in articulating that TIC membership 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. TIC requested a meeting to review the NHVR's data and proposed use. To date this meeting has not yet been achieved (despite multiple TIC requests).

The NHVR in early March 2018 gave TIC CTO an undertaking that Brand and Model information would not be published.

*e) Takata Air Bag recall*

TIC CTO advised Council that on the 28<sup>th</sup> Feb 2018 the ACCC made the Takata air bag recall “compulsory”. With all OEM’s given until the December 31<sup>st</sup> 2020 to complete the recall.

This is the first ever compulsory automotive recall in Australia.

Two TIC Members (3 Brands) are affected. TIC Members were urged to contact the CTO if they have issues with the compulsory recall (parts supply, owners, etc).

*f) TIC Codes of Practice are being updated*

Council was made aware of TIC management actions being taken to update:

- Field of View (FoV) - Draft circulated to CTO’s on 8<sup>th</sup> March 2018
- Electromagnetic Compatibility - Draft circulated to CTO’s 8<sup>th</sup> March before approaching ACMA with FCAI for approval; and
- Automotive Safety Recalls - Update to include NHVR. May eventually be withdrawn due to changes to the RVSA, no timing given.

*g) AS2809 Dangerous Goods Vehicles Standards rewrite*

TIC Technical Officer Chris Loose advised Council that the second workshop was held on 20<sup>th</sup> and 21<sup>st</sup> February.

There was support within the Standards working group, where appropriate, to reduce the need to modify the OEM truck. Areas of discussion were:

- 2 Classes of trucks with different installation requirements are being considered. Pumping (during cargo transfer) and non-pumping (gravity drop, engine not running during cargo transfer) having reduced requirements.
- Alignment with the European ADR Part 9 Dangerous Goods standard and the equivalent UN ECE R105 regulation.
- Reduced heat shielding requirements for non-pumping units.
- AS2809 exhaust outlets are not to conflict with ADR but they can’t discharge into a zone 1 atmosphere which is 1.5 metres from any connection/coupling point in the tank in any direction when bottom loading or 3meters for top loading of cargo.

The next meetings are scheduled for 20/21 March and 18/19 April. Project is to conclude end of July 2018.

*h) Width (2.55/2.6) and axle mass constraints*

TIC CTO advised Council that TIC had led an industry (including ARTSA, ATA, HVIA and CVIAA) presentation “Removing Barriers” that highlighted Australia’s partial alignment with UN-ECE regulations. The presentation detailed that Australia was not aligning with international dimension (specifically vehicle width) and axle mass regulations. This put Australia out of step with countries that it was obliged to align with under the conditions of the 1958 Agreement.

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The presentation was well received, gaining the support of TfNSW. The Bus Industry Confederation (BIC) is opposed to an increase in width beyond 2.5m. HVIA supports but noted trailer members are divided equally (50/50 split).

The Federal Department of Infrastructure and Transport (DIRD) gave the presentation and recommendations to the Australian Motor Vehicle Certification Board (AMVCB).

TIC management was informed on the 27<sup>th</sup> Feb 2018 by DIRD that the presentation (Removing Barriers) has been included in the draft Federal National Road Safety Action Plan 2018-2020. Action Plan signoff is expected by the end of March 2018 by State Governments.

**Item 9            Report: T-Mark Update**

TIC CTO presented Council with an update on T-Mark.

Council was advised that monthly data upload by all TIC Members is typically very good with data accuracy levels remaining high. There are no current issues. Invoices will be issued over the next week.

There are two new T-Mark subscribers

- Allison Transmissions (who has become a new TIC member and a T-Mark subscriber) and
- Barker Trailers (VIC) who has become a T-Mark subscriber for non-member reports.

Council was advised this meant additional 2018 T-Mark revenue of \$8670 excluding GST. TIC management has been able to secure an agreement with Hyundai trucks to report their new truck sales. Hyundai sales have been recorded since October 2017 T-Mark. Historical sales (all of 2017) for Hyundai were uploaded in November 2017. Hyundai are not reporting HD Xcent sales as they apparently do not have ADR approval for these models yet and hence there have been no sales.

TIC has not received any new enquiries from truck importers/manufacturers since the update given at the November 2017 Council Meeting in Canberra.

With regard to NEVDIS (National Exchange of Vehicle and Driver Information System) Registration Data, NEVDIS informed TIC that they were in the process of contracting out their data access service to a 3<sup>rd</sup> party (Blueflag P/L). TIC CTO met with Blueflag in early August 2017 to outline the information that TIC is seeking. TIC's aim was to have a data NEVDIS/Blueflag access agreement in place by the end of 2017.

Council was advised that discussions went very quiet towards the end of 2017. In early 2018 Blueflag conceded that they were unable to gain access to the level of NEVDIS data that TIC requested but which was available to ARTSA.

TIC CTO advised that he plans to meet with Blueflag next week to understand what NEVDIS data is available and what (and why) some data is not available. TIC management is considering approaching the Federal Minister who is responsible for Austroads (the organisation that controls the NEVDIS database) to seek an intervention so TIC can have access to the data.

**Item 10      General Business**

- Non Road Engine Sector

Council was advised by the CEO that TIC Members Isuzu and Cummins were meeting with the Federal Department of Environment and Energy in Canberra on 26<sup>th</sup> March to obtain a briefing on the proposed development of rules for non-road compression ignition engines (i.e. diesel) in February/March 2018.

The Department is keen to engage and partner with industry stakeholders for the sharing of information, the assembly and advancement of a case for change, the provision of political support for same and for the development of new regulations that are both environmentally robust (i.e. minimisation of exemptions) and commercially credible.

A report from this meeting will be presented to Council at the August TIC meeting.

**Item 11      Close of meeting (Venue and date for next meeting)**

The President declared the meeting closed at 3 pm.

The next Council meeting is scheduled for Tuesday 21<sup>st</sup> August at Palazzo Versace on the Gold Coast from 9 am until 3 pm. There will be a TIC Dinner Monday night 20<sup>th</sup> August. Guest Speaker at the dinner will be Mr Sal Petrocitto CEO National Heavy Vehicle Regulator.

**END**