



# **Item 1: Welcome Call for Apologies**

**Council Meeting Melbourne**

**13<sup>th</sup> March, 2019**

# Apologies

Martin Merrick	-	VGA
Yuguchi San	-	Isuzu
Andrew Harbison	-	Isuzu
Bruce Healy	-	Iveco
Sean McLean	-	Penske PS
Robert Cavagnino	-	Allison
Steve Lotter	-	Hino
Daniel Whitehead	-	Daimler Truck and Bus



## **Item 2: Approval of Minutes 29<sup>th</sup> November 2018 and Business Arising**

**Council Meeting Melbourne**

**13<sup>th</sup> March, 2019**



## **Item 3: NHVR Investigation Truck Fires / Sharing OEM Data for Service and Repair Sector**

**Council Meeting Melbourne  
13<sup>th</sup> March, 2019**



# NHVR Investigation Truck Fires / Sharing Service and Repair Data

- In January 2019 the NHVR started an investigation into all truck fires (was just Dangerous Goods in the past 2-3 months). This investigation is reviewing truck fires back to 2015/16 as well as ongoing fires.
- TIC urges any TIC member who is contacted by the NHVR with regard to this matter to fully co-operate.
- Initial investigations by the NHVR have shown a lack of service information is being made available to 3<sup>rd</sup> party (non-OEM aligned) service providers by truck OEM's. Making it difficult/impossible for some trucks to be serviced/repaired correctly.



# Sharing Service and Repair Data

- The NHVR wrote to TIC's CEO, requesting an explanation of the TIC and TIC member, position/policy on the availability of service and repair information for vehicle owners and/or 3<sup>rd</sup> party service providers to adequately service and repair trucks. That correspondence was circulated to TIC CEO's on 6<sup>th</sup> March 2019.
- This could become a CoR issue for OEM's who do not provide adequate service and repair information to vehicle owners and/or 3<sup>rd</sup> party service providers.
- TIC needs to respond to the NHVR's correspondence.

# Sharing Service and Repair Data

- History in the Light Vehicle space:
  - Car OEM's and the FCAI have fought this issue for the past 10 years, particularly in the last 5 years
  - Auto clubs and the Australian Automotive Aftermarket Association (AAAA) have lobbied Government in an effort to obtain access to service and repair information
  - The Australian Competition and Consumer Commission (ACCC) have and continue to investigate this issue in the light vehicle space
  - Federal Department of Treasury have Mandatory Scheme for the Sharing of Motor Vehicle Service and Repair Information (<3.5t GVM vehicles) Consultation Paper - February 2019
  - Most car OEM's (with FCAI support) now offer service and repair information (typically for a fee)

# Sharing Service and Repair Data



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## Representing the Australian Auto Industry

### FCAI REPORTS 87,102 NEW VEHICLE SALES DURING FEBRUARY 2019

5th March 2019

The Federal Chamber of Automotive Industries (FCAI) has reported sales of 87,102 new vehicles during the month of February 2019. This represents a decrease of 9.3 per cent on the same period last year. On a year to date basis, the industry reported 169,096 sales, or a decrease of 8.4 per cent... [MORE...](#)

### FCAI WEBSITE HELPS IDENTIFY MORE THAN ONE MILLION AUSTRALIAN VEHICLES FITTED WITH DEADLY TAKATA AIRBAGS

4th March 2019

Monday 4th March: The Federal Chamber of Automotive Industries (FCAI) has revealed that more than one million vehicles have been identified as carrying faulty Takata airbags through the industry website, [www.ismyairbagsafe.com.au](http://www.ismyairbagsafe.com.au) To view the full release and related files, please click here [MORE...](#)

## TAKATA AIRBAG RECALL

[READ MORE](#)





# Sharing Service and Repair Data



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## Service and repair

[FCAI](#) / [SERVICE AND REPAIR](#) / SERVICE AND REPAIR

The FCAI's [Voluntary Code of Practice for access to service and repair information for motor vehicles](#) was developed to ensure that the pathway to access FCAI participating members service and repair information, is clear. The Code facilitates access for independent repairers to service and repair information and provides a methodology to seek information where it appears unavailable.

Interested parties may link through to the individual participating members' service and repair information, where available, by visiting the [FCAI member service and repair information](#) page.

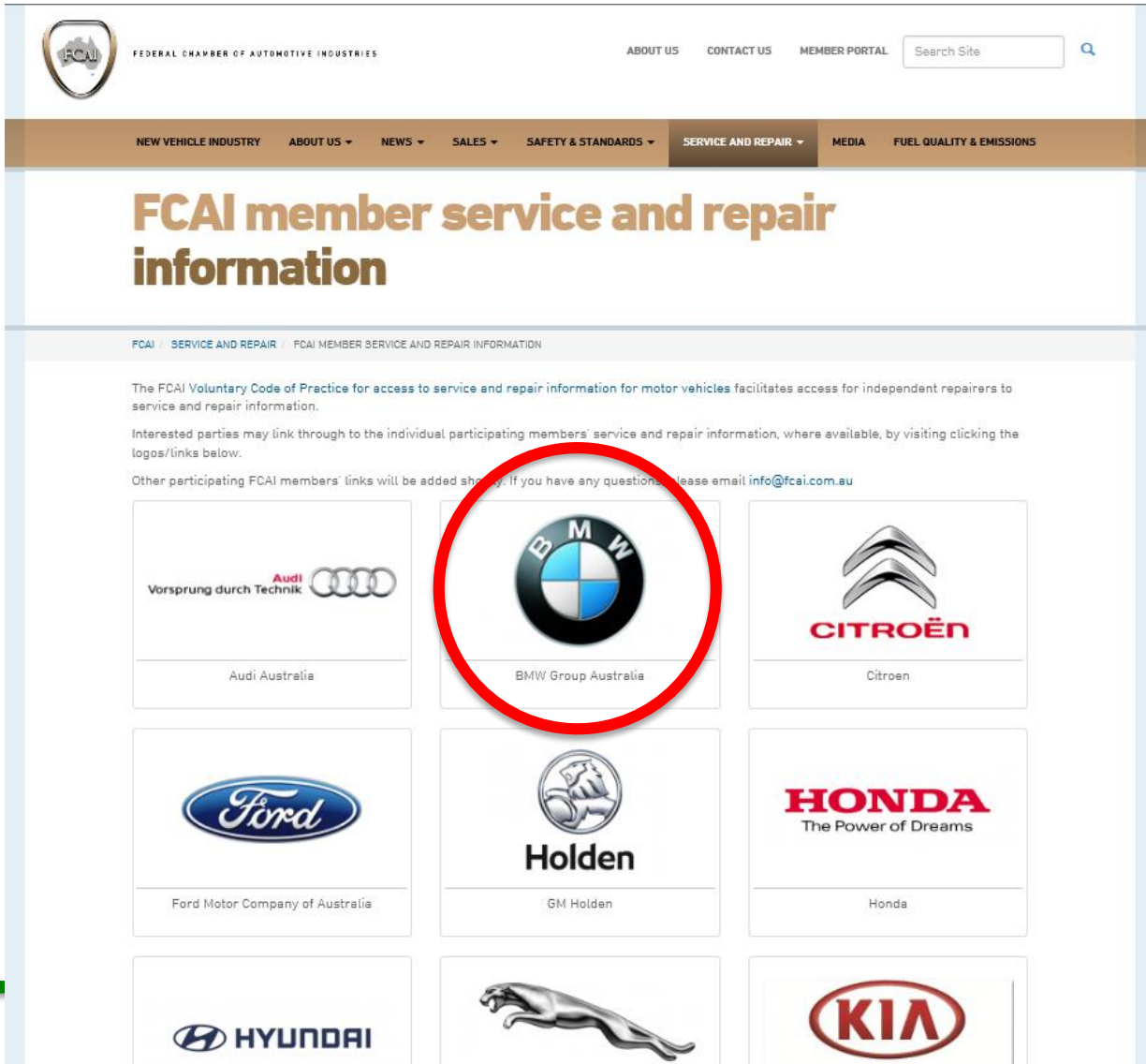
[SITE HELP](#)

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# Sharing Service and Repair Data



The screenshot shows the FCAI (Federal Chamber of Automotive Industries) website. The main navigation bar includes links for NEW VEHICLE INDUSTRY, ABOUT US, NEWS, SALES, SAFETY & STANDARDS, SERVICE AND REPAIR, MEDIA, and FUEL QUALITY & EMISSIONS. The 'SERVICE AND REPAIR' section is highlighted.










## FCAI member service and repair information

FCAI / SERVICE AND REPAIR / FCAI MEMBER SERVICE AND REPAIR INFORMATION

The FCAI Voluntary Code of Practice for access to service and repair information for motor vehicles facilitates access for independent repairers to service and repair information.

Interested parties may link through to the individual participating members' service and repair information, where available, by visiting clicking the logos/links below.

Other participating FCAI members' links will be added shortly. If you have any questions, please email [info@fcai.com.au](mailto:info@fcai.com.au)

 Audi Vorsprung durch Technik Audi Australia	 BMW Group Australia	 Citroën
 Ford Motor Company of Australia	 Holden GM Holden	 Honda
		

# Sharing Service and Repair Data

## Aftersales Online System

Start

Applications

Service

Help

CEN navigation

**Welcome to AOS**  
Your official Aftersales Online System for BMW, BMW Motorrad, MINI and Rolls-Royce Motor Cars

Here, you gain access to original service information, parts information, tools and BMW CarData.



# Sharing Service and Repair Data

- Most of the light vehicle Brand links take the user to the OEM's European or USA parts/service/repair websites, where OEM's are obliged by law to provide this information.
- Not all light vehicle Brands are represented (and the ACCC are investigating some "missing" Brands).
- Important points in the NHVR's letter to TIC:

*Given that incorrect servicing procedures have been identified as a possible cause of more than one vehicle fire, the lack of open access to information that could prevent fires for the majority of vehicles that do not access dealer servicing is of serious concern to the NHVR.*

# Sharing Service and Repair Data

*Furthermore, as I am sure you are aware, in October 2018 reforms to chain of responsibility laws commenced that, amongst other items, extended the primary safety duty to include the duty to ensure safety as it relates to vehicle standards and maintenance.*

*This primary safety duty requires all those in the chain of responsibility to, as far as is reasonably practicable, ensure the safety of their transport activities. In relation to vehicle maintenance, this requires parties, primarily operators, to ensure they have proactive maintenance practices in place that ensures vehicles are maintained to the highest possible safety standard, which would include the specifications of the manufacturer.*

# Sharing Service and Repair Data

- Continuing:

*In many cases, information about how to correctly and safely undertake a number of servicing procedures is only available from the vehicle manufacturer. It is the NHVR's expectation that this information should be readily available to any person conducting maintenance activities.*

*Prior to considering any regulatory action that could be taken to ensure ready access to this critical safety information, I thought it prudent to raise our concerns and expectations with you and allow you to discuss the matter with your members and subsequently advise the NHVR what steps could be put in place to address the issue.*

# Sharing Service and Repair Data

- In the light vehicle space the Consumer Law needs to be changed to mandate the provision of service and repair data, this requires an Act of Federal Parliament (and the “political will”). The ACCC will likely attempt to prosecute under current law.
- It will be relatively easy for the NHVR to change the HVNL to mandate that truck OEM’s provide service and repair data (a COAG Transport Ministers vote, typically at one of the two COAG meetings held each year, though it could be considered as an “out of sessions vote” at any time).

# Sharing Service and Repair Data

- TIC member's comments and position, or positions?
- TIC's position and response to the NHVR's correspondence?

If TIC member's position is not to unanimously agree to an "FCAI type" service and repair data sharing arrangement then TIC's proposed action is:

- To develop a TIC Service and Repair Data link on the TIC website for members who wish to partake (similar to FCAI).
- Reply to the NHVR that this action will be undertaken, however that it is the right of individual member's (Brands) not to partake in this portal and not provide this information.





## **Item 4: 2021 Truck Industry Council Truck Show and Technology Summit**

**Council Meeting Melbourne**

**13<sup>th</sup> March, 2019**



# 2021 Truck Industry Council Truck Show and Technology Summit

- Council agreed at the November Meeting on the wording of a letter to be sent to HVIA.
- *Council further decided that an email should be sent to all TIC members attaching the letter and asking for the member to respond by email, confirmation of receipt and their approval in principle of the action to call for tenders, consistent with the decision made by members at the Council meeting.*
- *Result: In favour 11 votes, 1 vote (wishing not to participate) and 1 vote no reply.*
- The letter to HVIA under the signature of the President and on behalf of the TIC Directors was sent on 18<sup>th</sup> December 2018.



# 2021 Truck Industry Council Truck Show and Technology Summit

- HVIA responded on 14<sup>th</sup> January 2019 requesting information from TIC.
- Namely,
  - Which specific TIC request or initiate did HVIA refuse? (please provide the date and include the source of the request)
  - What is TIC's vision for the Brisbane Truck Show?
  - What would be TIC's preferred theme or tag line be?
  - What further does TIC want in relation to 2019 show?



# 2021 Truck Industry Council Truck Show and Technology Summit

- **Importantly,**
- **On a separate point, the HVIA Board was disappointed to learn of the TIC resolution, which on the face of it seems like a competing event to the Brisbane Truck Show in 2021. They have however noted and understand that TIC's individual members will be free to participate in either or both shows.**
- TIC responded by phone (Andrew) early February 2019 to the HVIA response stating that the issues that led to this decision had been discussed in previous correspondence and meetings with HVIA and that TIC would not be responding to the HVIA letter of 10<sup>th</sup> January. TIC restated there is no problem with the 2019 show as truck manufacturers and importers are exhibiting.



# 2021 Truck Industry Council Truck Show and Technology Summit

- An EOI Document has been drafted ready for release.
- The document is calling for Expressions of Interest (EOI) from suitably qualified event management organisations to organise and conduct a *TIC Truck Show and Technology Summit* to be held in 2021.



# 2021 Truck Industry Council Truck Show and Technology Summit

- **Timetable**

- Invitations to tender will be issued on 23 April 2019.
- A 10 day period (23 April 2019 to 3 May 2019) will be allocated by the TIC to answer written questions.
- The closing time for receipt of the tender response is no later than 5.00pm (AEST) on Friday 31 May 2019.
- The short listing process will be completed by Friday 28 June 2019.
- Short listed candidate organisations will be contacted in the week following that is 1 July 2019 to 5 July 2019 for interviews to be held during the period 8 July 2019 to 26 July 2019.
- Declaration of the winning tender to be announced 31 July 2019.



## **Item 5: TIC Budget Submission 2019/20**

**Council Meeting Melbourne**

**13<sup>th</sup> March, 2019**



# TIC Budget Submission 2019/20

- Budget Submission sent to Government in January 2019.
- Meetings held in February with Assistant Treasurer Senator Zed Seselja and the Chief of Staff to the Minister for Infrastructure and Transport
- The primary aim of the submission is reduce the age of the Australian Truck Fleet by accelerating the adoption of new ADR 80/03 and ADR 80/04 (Euro VI and equivalents) diesel and alternatively fuelled and powered trucks into the Australian market.
- TIC's submission identifies Financial and Regulatory incentives (productivity improvements) Governments can adopt.





## **Item 6: Report: Off-Highway Engine Sector**

**Council Meeting Melbourne**

**13<sup>th</sup> March, 2019**



# Off-Highway Engine Sector

- Cummins, Isuzu, Volvo Penta and Penske Power Systems have agreed to join the TIC Off Highway Engine Division.
- CNHI Fiat Power Train (FPT) awaiting approval from Europe but positive.
- An email will be sent to these members by the end of March to schedule the first meeting.
- It is expected that the group will be functioning by the start of the new financial year.
- This timing will work in with the new government whomever that may be and will work in with the new charter that the Department of Environment will have to advance emission regulation in this sector.



## **Item 7: Report: NHVR's Heavy Vehicle Safety Initiative**

**Council Meeting Melbourne**

**13<sup>th</sup> March, 2019**



# NHVR's Heavy Vehicle Safety Initiative

- The NHVR released their draft proposal to States and Territories and the NHVR's Industry TWG in mid-December 2018.
- TIC circulated the draft to TIC members on 18<sup>th</sup> December 2018 for review and comment.
- The draft was in-line with the discussions at the November 2018 TIC Council meeting in Canberra.
- NHVR requested feedback on the proposal by 11<sup>th</sup> January 2019. TIC lodged a submission that:
  - Supported the NHVR's proposal
  - Requested additional mass for twin steer trucks (with justifying text)



# NHVR's Heavy Vehicle Safety Initiative

- The NHVR detailed to TIC (mid-February 2019) that the draft proposal was generally been well received by the States, Territories and industry, with one exception, the ATA “pushed back” strongly on the requirement for Euro VI (or equivalents), only wanting ADR80/03 (Euro V) as the minimum requirement. ATA also rejected a move to 2.55m, requiring instead, 2.6m. The ATA provided no credible evidence to support their claims.
- The NHVR has rejected the ATA's proposals. The NHVR has now renamed the package a Voluntary Advanced Safety and Emissions Fleet Renewal Plan. The NHVR have indicated that they support TIC's proposal for additional mass for twin steer trucks.



# NHVR's Heavy Vehicle Safety Initiative

- The (slightly) revised plan was to be released for public comment at end of February 2019 (now likely mid/end March) and is expected to recommend:
  - 2.55m width (2.6m has been ruled out based on feedback for the States and Territories)
  - Cab strength (continue current practice, Euro “Stage 3” would NOT be required)
  - Euro VI (any version) and “equivalents”
  - ESC (even on Rigid’s) and AEBS mandated safety features
  - The Plan to recommend LKAS, or Lane Change Warning, BUT not a mandated requirement



# NHVR's Heavy Vehicle Safety Initiative

- 500kg mass increase for **single steer trucks** (can be shared between front and rear axle/s):
  - 7.0t steer axle mass with 385 tyre; or
  - 6.7t (or 6.8t) steer axle mass with 315 tyre (subject to PBS and/or ARRB tyre testing/analysis), remaining mass, 300kg (200kg) on the rear axle/s; or
  - 0kg steer axle mass increase and 500kg on the rear axle/s

# NHVR's Heavy Vehicle Safety Initiative

- 500kg mass increase for **twin steer non-load suspension share trucks** (additional mass is NOT to be shared between front and rear axle sets):
  - 10.5t front axle set (up from 10.0t. No tyre section width requirement)
- 1000kg mass increase for **twin steer load share suspension trucks** (additional mass is NOT to be shared between front and rear axle sets):
  - 12.0t front axle set (up from 11.0t) fitted with 275, or greater section tyres



# NHVR's Heavy Vehicle Safety Initiative

## Approval and Timing:

- The above Plan's increased axle masses (500kg to 1000kg) and width (2.55m) requires State and Territory approval.
- The NHVR will work on gaining approval in the first half of 2019 (TIC - probably optimistic, likely to take all of 2019)
- The Plan then needs to be developed into law and the HVNL changed. The HVNL is currently in "maintenance phase" (as agreed to by COAG and the NHVR) until the end of 2020.
- Meaning this Plan could not be implemented until early 2021, at the earliest. However, TIC should know if this Plan "will fly" in the second half of 2019.



# NHVR's Heavy Vehicle Safety Initiative

## Information Required from TIC Members:

- In responding to the NHVR's draft Plan proposal, the ATA raised doubts regarding TIC claims of improved fuel consumption with Euro VI trucks, ATA claiming Euro VI fuel consumption was worse than that for ADR80/03 (Euro V) trucks.
- **TIC requests member feedback regarding fuel consumption: ADR80/03 vs Euro VI(a), (b) or (c)**



## **Item 8: Report: Law Enforcement Symposium**

**Council Meeting Melbourne**

**13<sup>th</sup> March, 2019**



# Law Enforcement Symposium

- Mike Fowler at the November 2018 TIC Council meeting, raised the issue that most enforcement officers (police) and HV inspectors do not know how to interrogate a truck/engine ECU correctly and are issuing Defect Notices for Road Speed Limiting and Engine Emission infringements to perfectly legal and compliant trucks.
- TIC CTO suggested that TIC should discuss this issue with the NHVR and offer to provide information, guidance, training, etc as how to correctly interrogate a truck/engine ECU. It was decided by the Council, that this action would begin with USA engines (CAT, Cummins and Detroit), as typically these engines were being “targeted” for enforcement due to their “relatively open” electrical architecture.



# Law Enforcement Symposium

- TIC CTO spoke with the NHVR in early December 2018 and the NHVR agreed to allow TIC to make a presentation to their Enforcement Group, at a date to be decided.
- A phone hook with the three USA engine OEM's and TIC (Chris L and Mark H) was held 22<sup>nd</sup> January 2019 to discuss the contents of the TIC presentation.
- TIC subsequently developed a template for the presentation and circulated that to the group with a request for specific information to complete the presentation.
- CAT, Cummins and Detroit provided the requested information by mid-February, TIC now completing draft presentation.



# Law Enforcement Symposium

- That presentation will be circulated and reviewed by the USA Engine OEM's/TIC working group mid to late March 2019.
- Potential presentation to the NHVR in late April 2019. TIC and the NHVR's current short term focus is the RVSA.
- All TIC members were asked at the February 2019 CTO meeting if they were experiencing similar "issues" in this area?
- If there are similar issues with European and Japanese trucks, TIC will look to expand this project (in the future) to cover these trucks/engines too.
- Feedback received from 3 Brands to date: "not experiencing similar issues". Other Brands are yet to respond.



## **Item 9: Report: Road Vehicle Standard Act (*RVSA*)**

**Council Meeting Melbourne**

**13<sup>th</sup> March, 2019**

# Road Vehicle Standard Act (*RVSA*)

The RVSA Act received parliamentary approval in early December 2018 and Royal Assent on the 10<sup>th</sup> December 2018. RVSA introduction timeline is now set:

- 10<sup>th</sup> December 2018 Royal Assent granted.
- 10<sup>th</sup> December 2019 RVSA Act commences (beginning of NEW DIRDC Recall powers AND beginning of the 6 month “opt in” period for the RVSA. During the “opt in” period all valid MVSA IPA’s can be transferred to the RVSA by completing a Declaration Form, that essentially details that the IPA is “up to date” and that the IPA holder has “control” over the vehicle design, certification and manufacturing processes, either directly or via a legal agreement with the vehicle manufacturer). From the date that an IPA is transferred to the RVSA you **MUST** upload vehicle details to the RAV and an Identification/ Compliance Plate can **NOT** be fitted.



# Road Vehicle Standard Act (*RVSA*)

- 9<sup>th</sup> June 2020 the LAST day of the “opt in” period for the RVSA (from the 10<sup>th</sup> June 2020 any MVSA IPA transferred to the RVSA will be treated as a NEW submission/approval). TIC tip: DON'T leave your “opt in” to the last minute!!
- 9<sup>th</sup> December 2020 last day of the MVSA (the LAST day a MVSA IPA is valid and the last day that an Identification/Compliance Plate can be fitted to a vehicle).
- Sub-Assembly Registration Numbers (SARN's) will NOT exist in the RVSA and SARN's will not transfer across from the MVSA to the RVSA. SARN holders will need to apply (new RVCS application) for a Component Registration Number (CRN) in the RVSA.
- DIRDC has not worked out handle RVSA IPA's that rely on SARN's!

# Road Vehicle Standard Act (*RVSA*)

## Register of Automotive Vehicles (RAV) update:

- The latest changes to the RAV Data Fields will be updated in RAV Guide V3. This will include the latest updates to the NEVDIS RAV system, including upload procedures, limits and upload error messages/notifications and IT requirements.
- Timelines have been set for the circulation by DIRDC of the RAV Guide V3 and Stage 2 of RAV testing for all OEM's (now scheduled for mid-March and mid-April 2019 respectively).
- DIRDC has also committed to contacting all current IPA holders to invite them to register for a RAV submitters license/log-in.

# Road Vehicle Standard Act (*RVSA*)

- In September and November 2018 there were a series of RVSA forum meetings that TIC and TIC members attended:
  - a) 2 x Road Vehicles Recalls Working Group
  - b) 2 x Type Approvals Consultation Group
  - c) 1 x RVSA Tools Consultation Group
  - d) 1 x RVSA Concessional RAV Pathway Consultation Group
- Fair to say that the Department were not that well prepared.
- FCAI and TIC raised issues about the RAV and the lack of action and consultation by DIRDC.
- DIRDC detailed the new Vehicle Recall arrangements that will apply under the RVSA (and we are still discussing those!).

# Road Vehicle Standard Act (*RVSA*)

- Next series of RVSA forum meeting are to be held on 27<sup>th</sup> and 28<sup>th</sup> March 2019 in Sydney. Barry N, Steve G, Chris L and Mark H will represent TIC:
  - a) Road Vehicles Recalls Working Group
  - b) Type Approvals Consultation Group
  - c) RVSA Tools Consultation Group
  - d) RVSA Concessional RAV Pathway Consultation Group
- It has been promised by DIRDC that “they will come to this next series of meetings with “all the answers”. TIC CTO remains sceptical!! TIC hopes to have a much better understanding of the many outstanding RVSA issues after these meetings.

# Road Vehicle Standard Act (*RVSA*)

## TIC RVCS Workshop:

Given the significant changes between the MVSA and the RVSA, detailed transition requirements and the pending introduction of the RAV and new IT system requirements, TIC will hold a one-day TIC RVSA Workshop.

To be held on 11<sup>th</sup> April 2019 at Isuzu Australia, Melbourne (after the next round of RVSA forum meetings in late March 2019 and before the commencement of Stage 2 RAV testing in mid-April).

Invitation sent to TIC members 11<sup>th</sup> March, suggested attendees are:

- Certification persons
- VIN data uploaders and logistic persons (handle Identification /Compliance Plates)
- IT Systems persons



## Item 10: Technical Issues

**Council Meeting Melbourne**

**13<sup>th</sup> March, 2019**

# Technical Issues

Key discussion items from CTO's meeting, 28<sup>th</sup> February 2019:

## 1. ANCAP

TIC was made aware of approaches made to Isuzu by ANCAP on 22<sup>nd</sup> February 2019 requesting specific information about the availability (Standard Fitment/Option/Not Available) of a series of advanced (beyond ADR mandation) safety features/systems.

TIC informed all TIC members of this ANCAP action and requested that:

- TIC members not reply to ANCAP until after discussions at the CTO's meeting.
- TIC members inform TIC CTO if they receive a formal request for information from ANCAP.

# Technical Issues

What we know thus far:

- Fuso, Hino, Isuzu, MAN and Mercedes Benz have been approached by ANCAP. Why not other Brands?  
FCAI are unaware of Ateco (RAM), Fiat, Ford, M-B (Sprinter), Renault and VW being contacted by ANCAP, BUT they may have been contacted.
- Request information varies, LD only for some Brands, LD and MD for others. Does ANCAP really know what they want? Or are they “fishing” to see what information Brands give up?
- ANCAP wish to develop a non-destructive safety star rating (will not involve crash testing) for trucks.
- ANCAP plan to test and rate these safety systems.
- ANCAP have not contacted the NHVR to discuss this issue/intent.
- ANCAP’s requests for information have no legal or government standing.



# Technical Issues

Where will this go?:

- ANCAP will start with LD (and possibly MD) trucks, but will likely extend this to ALL trucks in time (including HD).

The FCAI/Light Vehicle ANCAP experience:

- Light vehicle OEM's and the FCAI strongly opposed the ANCAP safety rating system (derived from crash testing and safety feature comparison and now, non-destructive system testing).
- Basically, FCAI lost that battle. ANCAP rating is now a (the?) key purchasing factor for a light vehicle (particularly for Fleet and Government purchases).
- FCAI now have little involvement with ANCAP. FCAI policy is to allow their members to liaise directly with ANCAP. At times the FCAI has played a “coordinating” role for its members with ANCAP, particularly with the introduction timing of new ANCAP testing.

# Technical Issues

What now?:

- Brands who were contacted by ANCAP were requested by TIC to contact ANCAP and ask:
  - What are ANCAP's intentions in collecting this data?
  - What is the specific GVM range of the vehicles they are seeking information for (LD and MD is simply too vague)?
- Also discuss this issue internally with your senior management and brief your TIC Council representative, for discussions at today's TIC Council meeting.

What are individual TIC member's views on responding to the ANCAP request for information and should TIC form an "ANCAP policy position"? Should TIC play a "coordinating" role for members with ANCAP?

# Technical Issues

## 2. ADR80/04 - Euro VI and equivalents

At the November 2018 Council meeting TIC member's voted position was:

*Align with FCAI's suggestion and lobby for the early introduction of Euro VI Step "b", NOT Step "c" (and equivalents).*

TIC note: Step "c" would of course be an option for OEM's.

TIC has discussed this position with both the federal Government and Opposition and has received positive feedback that both sides of government would consider "splitting" Light and Heavy Euro 6/VI introduction. With the possibility that Euro VI and equivalents could be introduced for NEW Models from 1<sup>st</sup> November 2022 and ALL models 1<sup>st</sup> January 2024. Unlikely any announcement before the May federal election.

# Technical Issues

## 3. ADR35/07 - AEBS

- Project is now led by DIRDC's Andrew Dankers (3<sup>rd</sup> project leader), who has recently had significant medical leave (2 months) and is currently working only part time.
- However despite continuing delays, DIRDC remains optimistic that the ADR will be approved (law) by December 2019. With potential implementation dates of NEW Models from 1<sup>st</sup> November 2021 and ALL models 1<sup>st</sup> January 2023.
- A draft Potential Benefits of AEBS (LV/HV) was received mid-February 2019 from MUARC to allow the development of the cost/benefits RIS for the various vehicle subgroups.
- Heavy vehicles remain the priority and DIRDC are aiming to have the HV AEBS RIS released in the first half of 2019.

# Technical Issues

- TIC updated TIC members in mid-February 2019 that DIRDC had again advised that their focus remains on the introduction of AEBS for Heavy Vehicles in Australia. This clarification was issued by DIRDC following the United Nations (UN) announcement that a regulation for Autonomous Emergency Braking Systems (AEBS) for Light Vehicles has been agreed to by 40 countries, including Australia.  
TIC note: This does NOT imply that Light Vehicle AEBS will be universally applied (mandated) in all 40 of those countries.
- DIRDC has confirmed that Light Vehicle AEBS in Australia will apply at a time yet to be determined.



## Item 11: T-Mark Update

**Council Meeting Melbourne**

**13<sup>th</sup> March, 2019**



# T-Mark Update

- Monthly data upload by all TIC Members is typically very good and timely.
- Data accuracy level remains high (January 2019 excepted).
- No current data issues.
- A couple of TIC members are lagging in their T-Mark subscription payments

# NEVDIS Registration Data

- TIC has been unable to progress with an agreement with “Organisation 2” (the second organisation TIC has dealt with on this issue).
- In early December 2018 TIC started up discussions with yet another NEVDIS data provider (a third organisation!) after an introduction facilitated by the FCAI.
- “Organisation 3” indicated in mid-February 2019 that NEVDIS agreed to provide TIC with the data set that TIC has requested.
- Pricing discussions for that data started in late February.
- On 7<sup>th</sup> March 2019, Organisation 3 provide TIC with a “sample data set” supplied by NEVDIS.



# NEVDIS Registration Data

- This data set was “missing” 3.5t to 4.5t GVM vehicles and some other data fields that had previously been agreed that NEVDIS could supply, including “Engine Number”.
- Negotiations are continuing.....
- Pricing will be “per VIN/truck”.
- There are approximately 650,000 registered trucks above 3.5t GVM in Australia.
- TIC has been offered three data captures:
  - Monthly (12 times/year), the cheapest rate per VIN/truck
  - Quarterly (4 time/year), ARTSA get information quarterly
  - Yearly, the most expensive rate per VIN/truck



# NEVDIS Registration Data

- If we ASSUME that Brand “I” has 100,000 registered trucks out there and the price is \$1.00/VIN, that is \$100,000 for a SINGLE Yearly data capture, or \$1,200,000 for 12 x MONTHLY data captures.

Note: While TIC would have access to the entire data set, individual truck Brands would only have access to their Brand’s data (this is part of the confidentiality agreement with NEVDIS for VIN specific data, to protect privacy and avoid any potential legal repercussions).

- Which of the three data capture options above would be the CTO’s preference?



## Item 12: General Business

**Council Meeting Melbourne**

**13<sup>th</sup> March, 2019**



## **Item 13: Next Meeting Date Meeting Close**

**Council Meeting Melbourne**

**13<sup>th</sup> March, 2019**