ARTSA AUSTRALIAN ROAD TRANSPORT SUPPLIERS ASSOCIATION

NBTA National Bulk Tanker Association

Brisbane Truck Show meeting

Brisbane Convention Centre, 1.30 to 4.30pm, Thursday 5th May

Actions

1.30pm **1. Welcome and introductions** — Peter Hart, Chairman ARTSA; Alan Yates, Chairman NBTA

1.40pm **2. NBTA agenda items**

Emergency Response — Alan Yates

Alan Yates overviewed the program recently piloted by NBTA, CROERG and TISC
Question of refresher training were raised. This is still being resolved but is likely to be every 3 to 5 years

Pass to load — Don Inglis

See http://www.nbta.com.au/library/2011/Safe_Load_Program.pdf
Don reviewed the SLP program chaired by John Morgan
Looking for consistency in loading, unloading and condition of vehicle
Setting up a JV safety forum
Around 100 inspectors and inspection locations
Auditing and licencing of inspectors being resolved as well as a licencing agreement with trainers
Drivers will be issued with a card and their details will be kept on a secure website so all terminals can then access history
SLP has had issues and a lack of credibility. To restore credibility, inspectors and procedures are being reviewed.
Check lists will be issued

EcoStation fuel efficiency forum — Alan Yates

EcoStation founded several years ago
A recent initiative has been to gather operators in a forum to share ideas. A successful initial forum held. Examples such as CNG challenges were shared as well as bio diesel and other fuel related initiatives. Notes from this forum are at www.ecostation.com.au

Driver inductions — Rupert Hussey

Rupert Hussey covered the driver induction initiative as part of the Safety and Training sub group of NBTA. Driver inductions put huge costs on our industry. It will require support across

all commodities and manufacturing groups. This is a huge and on going issue but one where NBTA intends providing leadership.

2pm **3. ARTSA agenda items**

ARTSA issues — Peter Hart

ARTSA has develop 10 regulatory change proposals including incentives for safety and technology take up.
Other issues include

- Presentations to the Commonwealth chaired Technical Liaison Group
- A joint ARRB / ARTSA advanced truck trailer master course to be run later this year
- A relationship with Monash Mechanical Engineering Department in an advanced aerodynamics project as well as a advanced braking project
- Finalisation of the braking code of practice
- Further brake testing at DECA Shepparton to verify key aspects of the braking code of practice the initial testing report to be released soon
- Monthly articles in the Trailer magazine
- TMC involvement
- 2012 tour of Hannover and HVTT12 in September 2012
- Modular electrical systems on DG vehicles. AS2809 does not allow and this needs to be resolved. A June meeting with operators and suppliers is to be organised

Aerodynamics — David Burton and Scott Wordsley

David and Scott provided an overview of the opportunity from reduced drag from improved aerodynamics. The project being run by Monash University is looking for up to 3 commercial partners to leverage the resources and funding secured by Monash. Further information can be obtained from robperkins@nbta.com.au
Previous work with ARTSA has shown that current aero devices are often poorly set up and are an easy gain for companies to focus upon.

TMC — Brian Thomas

A new venue in Sydney and new dates of 11th and 12th October will see a new TMC with more room to run practical, hands on training sessions. ARTSA's committee is working on ideas such as diagnostics – how do do it and what to do with it. This and many other practical ideas will be showcased.

PBS and B Triples

Rob DiCrisforo covered current progress. Triples had now been largely matched into type 1 road train network.
Blueprint PBS initiative of several years ago was not well

received and a new approach with more prescription (such as triples on type 1 road train network) will be proposed.
This initiative is being showcased on 12th May at NTC and industry is encouraged to attend.

2.20pm **Break / coffee**

2.45pm	**4. Panel session** *The role of technology in road safety* *– can it save lives and what are the key issues to address?* Refer below for points made by panellists, the questions session and the summing up	Scott Denning, OAMPS Colin White, Isuzu Alan Yates, Cootes Tony Sheldon, TWU Angus Draheim, NHVR Les Bruzsa, QTMR Rob DiCristoforo, Advantia Peter Hart, Hartwood
4.15pm	**5. Closing remarks**	Alan Yates Peter Hart
4.30pm-5.30pm	**6. Drinks**	

Panel session topic:

The role of technology in road safety

– can it save lives and what are the key issues to address?

Topic	Panellist
Statistics and what they tell us about safety	Scott Denning, OAMPS Insurance
Truck technology – the challenge and opportunity of US, Euro and Japanese standards	Colin White, Manager Product Planning and Engineering Support, Isuzu Australia
Operator use of technology – what works	Alan Yates, Group Asset Manager, International Energy Services, Chairman, NBTA
Safe Rates and 5 star trucking – why these can improve safety for drivers	Tony Sheldon, National Secretary, Transport Workers Union of Australia
Regulator opportunity to use technology to improve safety	Angus Draheim, Assistant Project Director, National Heavy Vehicle Regulator
Roads and technology – achieving a safety dividend	Les Bruzsa, Principal Engineer, DTMR
Technology overview – three things that could make a difference	Rob diCristoforo, Principal, Advantia Consulting, Executive Member, ARTSA
Truck and trailer technologies – the top 5 safety technologies	Peter Hart, Principal, Hartwood Consulting, Chairman, ARTSA

The presentations:

Each presenter was given no more than 5 minutes to make key points related to safety and saving lives. Presentations from Scott Denning, Les Bruzsa and Peter Hart are available on the ARTSA and NBTA web sites and are hyperlinked below. Their points were:

Scott Denning, OAMPS

Accident rates are dropping but average costs of accidents is increasing. Causes are often speed and fatigue

Key message: Bigger trucks (B Doubles, etc) have exhibited superior safety performance compared with semis

Colin White, Isuzu

A huge array of technology now available to improve safety outcomes: cab strength, visibility, door intrusion, cab suspension, cab noise reduction, braking, retarders, active alert systems and so on

Key message: Proper maintenance will be the key to ensuring these safety technologies continue to deliver dividends into the future

Alan Yates, Cootes

Australia leads the world in safe tanker design with hatches, eliminating working at heights as well as air suspension, low profile tyres and tankers. Speed limiting, disc brakes and GPS tracking have also been positives for Cootes although some other operators do not agree with these initiatives. The biggest single safety improvement ahs been EBS and RSS and the reduction in roll overs that have resulted.

Key message: Find ways to maximise the uptake of EBS and RSS on heavy vehicles

Tony Sheldon, TWU

The driver is one of the keys to improved safety outcome. Evolving business practices (such as outsourcing and contracting out of services) mean that the driver can end up on low pay and under pressure with the risk that corners are cut and safety compromised. A key is fair rates of pay or "safe rates".

Key message: Consider developing an operator accreditation system such as the "5 star trucking proposal" currently being circulated by the NSWRFAC

Angus Draheim, NHVR

The concept of one regulator with one set of laws has to deliver benefits to the transport sector. The challenge is to deliver such a system across jurisdictions and remove the disconnects.

Key message: National regulatory consistency will deliver a more efficient and safer workplace

Les Bruzsa, QTMR

QTMR's experience with PBS Level 2B 30 metre combinations and also A Doubles with smart dollies points to improved safety and environmental performance, reduced numbers of trips and therefore exposure to risk.

Key message: Bigger vehicles are better for road safety as well as the environment and in reducing transport costs. This message needs to be communicated to the general public

Rob DiCristoforo, Advantia

Research from the US has looked at measuring the effectiveness of fitting advanced safety features on heavy trucks.

Key message: Research has shown that advanced safety features save lives. The challenge is to ensure that truck purchasers pick up these features

Peter Hart, Hartwood

Regulators, operators, customers and suppliers each have different motivations in using or introducing technology as a means of improving safety.

Key message: There are at least 10 safety technologies readily available that would benefit safety outcomes from their adoption

The discussion:

Following the presentations, the panel was open to questions from the floor.

Issues were raised including:

Noise filters on brakes – no one can hear brake application. Exemption should be allowed for brake application noise on safety grounds

Rear marker plates – recommended to be removed by NTC but then re introduced by States. NHVR should resolve

Utilising the road network and the frustration of being denied access – probably close to the number one issue for NHVR

Reward for effort or best practice – many ideas put forward today but they are not being picked up. A combination of mandating, incentives and campaigns to change perception amongst stakeholders is needed. This requires co-operation and agreement of key stakeholders. Another huge challenge, not just for NHVR but all stakeholders. Suggestions that technologies that are recognised as strongly beneficial (recognised by whom?) should deserve some incentive (carrot rather than stick) to achieve better penetration. Players in this space could include registration authorities (NHVR), insurance companies, customers (through discrimination at tender time), NTC (through mandation of RSS for PBS vehicles) and even drivers (through agreement on access to GPS records

The conclusions:

The panels view of the topic:

"*The role of technology in road safety – can it save lives and what are the key issues to address?*"

is that opportunities to maximise the safety benefits are undoubtedly being lost at present through poor take up. However technology will continue to be underexploited if parties in the chain (regulators, operators, suppliers, customers, governments at all levels, insurance companies, unions, communities etc) fail to work together and help develop win-win outcomes. A prime example of this is an incentive model that assists the take up of proved technologies such as EBS and RSS where registration authorities and insurance companies could come together to "discriminate" in favour of adopters of these technologies. Whilst these kinds of approach involve taking risks, Australia will not achieve world leading status in the safety stakes unless it is prepared to act decisively and inclusively.