



Member Newsletter

March 07

show news

VIP passes, Cocktail Party passes and Exhibitor passes now ready to order online

Exhibitors are now able to use the show website at www.truckandmachineryshow.com.au to order and purchase online all VIP passes, Official Opening Cocktail Party tickets and Exhibitor passes. Payments for passes and tickets can be made by credit card using the secure online payment system. CVIAQ staff will receive confirmation of the order and payment via an automatic email response system and will process and post out orders in a timely manner.



Complimentary Pass

VIP VISITOR
17-20 May

RNA Showgrounds
Bowen Hills, Brisbane
Thursday-Saturday 10am-8pm
Sunday 10am-6pm

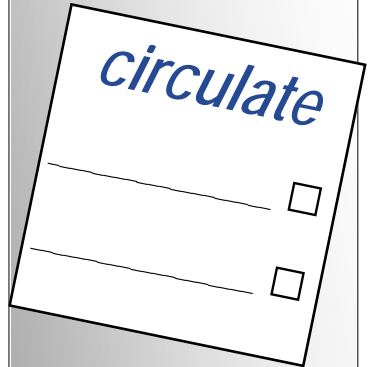
ADMIT ONE ADULT - ONE DAY ONLY

www.truckandmachineryshow.com.au 0001

To gain access through the show website to the pass and ticket forms and the secure online ordering system, the exhibitor primary contact has been issued with a log-in password that was included in the recently mailed exhibitor kit. It is the responsibility of the primary contact to ensure the security of their password, to administer any orders for show passes and to authorise payment of any costs / invoices charged by the CVIAQ.

This year's official Opening Cocktail Party tickets have once again been printed to allow your own personal invitation to your client or guest to be placed on the ticket.

The very popular VIP pass is ideal for distributing to clients, staff, guests and family. Get your orders in early to allow time for postage.



Karlos Catering Appointed Official Show Caterer

The CVIAQ is pleased to announce that Karlos Catering has been appointed official show caterers for the 2007 show. Karlos have a long history of show and corporate catering and their link to one of Brisbane's finest restaurants - *Il Centro* through owner and Karlos partner, Andy Georges enables them to utilise their Executive Chef and experienced restaurant staff to oversee all function work. CVIAQ highly recommends Karlos Catering to all exhibitors. Exhibitors please contact Andy Georges on (07) 3221 7458 for all your corporate function requirements.



Show Map and Exhibitor List Now Online

The 2007 Show map and exhibitor list have now been loaded onto the show website. You can find these in the Visitor section of the website as well as the quick links section on the website's homepage. For ease of tracking specific exhibitors, visitors to the website can sort the exhibitor list by site number, alphabetical listing or by exhibitor category.

Exhibitors are encouraged to view the exhibitor list to confirm their site number for the 2007 show.

Due to additional areas at the RNA Showgrounds being opened up to displays most site number allocations have changed from the 2005 show. Exhibitors can rest assured that only their site numbers have changed. Site locations and site dimensions are as per the information sent out with the contracts and invoices for the 2007 show.

Exhibitor Guide Now Available



Exhibitors and display contractors are advised that the 2007 Exhibitor Guide is now available in the Exhibitor area of www.truckandmachineryshow.com.au. The guide includes extensive information on display requirements including wall heights, security and workplace health & safety.

action now

Qld Truck & Machinery Show postage deadlines...

- Order your Exhibitor Passes
- Order your VIP Passes
- Order your Cocktail Party Tickets

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Campbell Newman Unveils Multi Billion Dollar Transport Solution



A \$37 billion plan to tackle south-east Queensland's Transport problems over the next 20 years has been unveiled by Brisbane's Lord Mayor Campbell Newman pictured.

The Transport Plan for Brisbane 2006-2026 aims to boost the bus, ferry and rail network to cope with population increases that are now predicted to reach 3.7 million by 2026, with two million of those living in Brisbane's metropolitan area. The plan expects a 31 percent increase in vehicle trips in the city.

Key to this plan is an expanded public transport service with greater integration. It also includes four new bus depots and an increase in fleet size from 850 to 1450 by 2016.

The plan sets strategic objectives that include new ferries, more buses and trains, better roads, public transport hubs and more clean green personal transport.

Slow Rate of Pacific Highway Upgrades Unacceptable

Two thirds of the Pacific Highway is yet to be upgraded, and 40 percent of the major interstate arterial remains single lane, according to the latest audit from the NRMA, despite a massive traffic increase, including a 400 percent increase of B-Doubles on some sections of the highway.

The NRMA says progress to upgrade the highway has improved, but more than 440km of the 680km trip from Hexham to the Queensland border is awaiting upgrade.

NRMA Motoring and Services Director Wendy Machin says "Both the federal and state governments have upped their spending on the highway and we have seen some progress but we have a long way to go yet."

The NRMA audit found traffic volumes have increased in all areas, with the largest volume at both ends of the route. Hexham and Terranora now carry 40,000 vehicles per day.

A four-fold increase in B-Double traffic near Nabiac is partly due to

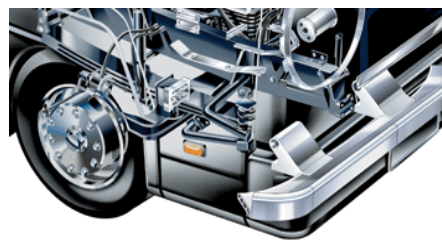


trucks now using upgraded sections of the road instead of the New England Highway.

Crash rates have also increased since the last audit in 2003, from 26.9 crashes per 100 million vehicle kilometres of travel to 27.8. Almost 16 percent of crashes involve heavy vehicles. Over the last three years 120 people have lost their lives on the Pacific, with a further 1,772 injured.

"The sooner we complete the upgrade of the Pacific Highway the faster we will begin saving lives," Machin says.

Development of an Australian Design Rule for Underrun Protection



The Australian Government is examining the case for regulating Underrun Protection (UP) on heavy vehicles through the Australian Design Rules (ADRs) for Motor Vehicles and Trailers. A heavy vehicle underrun crash occurs when a passenger car, motorcycle, bicycle or pedestrian slides underneath the front, side, or rear end of a heavy vehicle. The ADRs are vehicle standards under the *Motor Vehicle Standards Act 1989* and apply to all new vehicles.

The issues for consideration include the extent of the front, side and rear underrun crash problem, the potential effectiveness of UP, the effect of the additional mass of UP

devices or systems on heavy vehicle productivity and the cost to implement any regulated requirement.

The issues are discussed in a Regulation Impact Statement (RIS). The RIS is part of Australian Government's process to assess the appropriateness of government regulatory action, the most effective form of government intervention, the relative social costs and benefits and who in the community will reap the benefits or incur the costs of any regulation.

The RIS found that there was a very strong case for the regulation of front UP for some types of heavy vehicles but little or no net

benefit from the provision of side or rear UP. It was recommended that an ADR be developed that adopts the international standard UNECE R 93 for front UP for rigid and articulated heavy vehicles with a GVM greater than 7.5 tonnes.

The case for regulating Underrun Protection (UP) on heavy vehicles through the Australian Design Rules (ADRs) for Motor Vehicles and Trailers is now on the Department of Transport and Regional Services (DoTaRS) web site for public comments. Refer to web links below.

Please note that the Public Comment period closes on 25 May 2007.

http://www.dotars.gov.au/roads/motor/design/public_comment.aspx

<http://www.dotars.gov.au/roads/motor/design/index.aspx>

<http://www.dotars.gov.au/roads/safety/index.aspx>

National Transport Commission News

Regulation Review Identifies Inconsistencies

A review of heavy vehicle regulations covering mass and loading; oversize and overmass; and restricted access vehicles has been approved by the Australian Transport Council (ATC). The report has been published on the National Transport Commission (NTC) website.

Under the 2003 Inter-Governmental Agreement, the NTC has the additional responsibility for maintaining and reviewing national transport reforms agreed by the ATC.

The latest review assessed the relevance and effectiveness of the *Mass and Loading; Oversize and Overmass; and Restricted Access Vehicle Model Regulations* agreed in 1995 for implementation by State and Territory governments. This includes low-loaders, cranes and special purpose vehicles.

The report concludes that reform objectives of national consistency, improved safety, administrative efficiency and fewer permits are yet to be fully realised. Inconsistent implementation of some regulations was attributed by governments on the need for a flexible response to local demands and policy objectives.

The NTC has written to road agencies seeking advice on how the inconsistencies will be addressed. A new maintenance group will also focus on any deficiencies in the Model Regulations and ensure they are kept up-to-date.

Use the link below to access the report on the "[Review of Heavy Vehicle Mass & Loading, Oversize & Overmass, & Restricted Access Regulation](http://www.ntc.gov.au/DocView.aspx?page=A02214506300590020)" <http://www.ntc.gov.au/DocView.aspx?page=A02214506300590020>

Ministers Approve Heavy Vehicle Driver Fatigue Reform



Safer working practices and stronger powers to prosecute companies who push heavy vehicle drivers to work illegal schedules have been approved unanimously by Australia's Transport Ministers.

National Transport Commission (NTC) CEO Nick Dimopoulos welcomed the Ministers' decision to approve new heavy vehicle driver fatigue laws, which lift the bar for road safety. The reform, which is underpinned by world-leading fatigue research, is the result of extensive consultation with the industry, unions and government.

"This is a world-first reform which focuses on the root cause of driver fatigue, rather than simply regulating hours. Operators who work long hours and night shifts will be required to reduce driver fatigue risks through an audited accreditation scheme," Mr Dimopoulos explained.

"In practice, this means planning trips and rest breaks, checking records; and providing training and education. Good operators are already doing this."

Under new Chain-of-Responsibility laws, everyone in the supply chain must take 'reasonable steps' to prevent driver fatigue; an approach consistent with existing Occupational Health & Safety (OH&S) regulation. Penalties escalate sharply for offences which pose a serious road safety risk; including court-imposed fines of up to \$50,000 and demerit points.

To read more on this news release go to www.ntc.gov.au homepage.

Smart Trucks Can Reduce Road Trauma

Safer and more productive SMART heavy vehicles can reduce road trauma in Australian cities. A report published by Monash University's Accident Research Centre (MUARC) concludes that using fewer, more productive trucks can lead to less road trauma in metropolitan areas. The study was undertaken to assess the safety impact of the growing freight task on passenger car occupants.

"If you ban articulated trucks from metropolitan roads, the report shows you'd need more small trucks to carry the growing freight task; and the risk of a crash between a truck and a car would rise by up to 18% by 2010¹," said National Transport Commission (NTC) Safety Manager Jeff Potter.

The results support the view that an increase in truck capacity using safer vehicle designs is the best option to meet future growth in the freight task. Mr Potter said new innovation and technology is producing safer and more productive SMART² heavy vehicles.

"The industry is developing safer SMART trucks built for specific freight tasks – such as hauling heavy containers, moving construction materials or urban pick-up-and-drops," he said. "Compared to the traditional semi-trailer, a Super B-double – which can carry two 40 foot containers – could halve the number of truck trips."

Transport Ministers will soon be asked to approve the Performance Based Standards (PBS) reform package for more flexible heavy vehicle design rules. PBS will improve access for SMART trucks; providing the vehicles meet stringent road safety standards governing how the trucks stop, turn and perform on the road.

The PBS reform is a key element of the Council of Australian Governments' (COAG) road and rail transport reform agenda, which the Productivity Commission estimates could deliver \$2 billion in overall benefits.

To read more on this news release go to www.ntc.gov.au homepage.



Queensland Government

Queensland Training Awards '07

The Queensland Training Awards are Queensland's most prestigious training awards programs which recognise and reward the outstanding achievements of individuals and organisations within the vocational education and training sector who strive for excellence, best practice and innovation.

Now in its 46th year, the Awards continue to showcase and highlight the significant contribution made by Queensland's vocational education and training sector to the wider Queensland community and economy.

Eleven award categories have been developed to encompass contributions of employers, trainers, training organisations, apprentices and trainees. Nominations close Friday 30th March 2007.

For further information or to order a nomination booklet, go to www.qta.qld.gov.au.

CVIAQ Welcomes New Members

>>> Gleeman Truck Parts P/L

Member contact:
Mr Simon Allen

Gleeman Truck Parts is an independent heavy duty truck and parts dealer specialising in Mack products. Gleeman sell new and used parts and have offices in Brisbane and Sydney.

>>> Hino Motor Sales Australia

Member contact:
Mr Glen Sharman

Hino prides itself on engineering driveable, reliable, comfortable and user-friendly vehicles – trucks and buses with features that make your working life easier.

events calendar

April

- 1 Apprentice of the Year Award - nominations open
- 1 Industry Recognition Award - nominations open

May

17-20



18-19 National Apprentice Challenge

June

5 Manufacturers' Council Meeting

July

4 Service Managers' Council Meeting

August

- 19 Industry Recognition Award - nominations close
- 24 Apprentice of the Year Award - nominations close

October

- 6 CVIAQ Annual Dinner
- 24 Annual General Meeting

November

6 Manufacturers' Council Meeting

December

5 Service Managers' Council Meeting

CVIAQ Board of Directors

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Vice President	John Grossman DaimlerChrysler Commercial Vehicles
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Rob Brown	The Brown & Hurley Group P/L
Ian Langton	Esanda Finance Ltd
Derek Marriott	Cummins Engine Company P/L
Bob Martin	Jost Australia P/L
Chris Musch	Isuzu Australia Limited
Ray Smithers	Volvo Commercial Vehicles Australia



www.cviaq.asn.au

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"advancing the future of road transport"