

An industry meeting was called by ARTSA to discuss the various issues listed above. The meeting was held at the VTA meeting rooms at Wirraway Drive, between 9am and 11:30am. There were some 38 attendees for the Bdouble length discussion and about 30 for the load restraint meeting.

The ARTSA Chairman opened the meeting by outlining a range of issues and possible options that have been discussed by the TOSA Group.

B Doubles

**In Summary: To obtain an operating length of 25.5m to 26m
Consider 20.5m to 20.8m Pin to bumper rule?**

The preferred options to consider:

- 1. To stay with 25m as per the present rule.**
- 2. To get to 26m with a 20.5m pin to rear limit.**
- 3. Wait until PBS may be able to show a way forward, 2004.**

Issue raised & Summary of Point	Answer - Comment
What is the real objective of the BD length question? Is it legality, creep, safety or productivity?	TOSA has written to NRTC seeking and increase between 25-26m
Support proposal to limit to 20.8m, pin to rear, but need 26.3m overall length. Industry MUST get it right this time and must keep all round productivity.	20.8 is OK Get it right Want 26.3m O'all
20.6.or 20.8m is a must or it would render the dry freight BD's obsolete. Customers would demand 36 pallets.	Want a 36 pallet BD capacity.
Deck length limits can make it complicated. 20.5m is a little tight, (20.8m is better) but still possible to get 36 pallets.	Clients will push for 36 pallets
Allow 200mm for the bull bar. Then a BD will could be 25.5m & get 36 pallets. The A at 14, & the B at 22.	Go to 25.5m
Isn't swept path the issue? When will PBS fix the problem?	Use PBS measures.
The refrigerated sector has raised both length and width. Their issue appears to centre on air space in addition to that available to conventional pallet loading.	Refrigerated has some issues of requiring some 300mm more than dry freight pallets.
Swept path appears not to be a major issue. Refrigerated BD's must get the 1.9m front radius dimension for the motors also.	Front of trailer dimensions are critical for the frig motors.
QLD is giving 2% tolerance. NSW is doing the 3 strikes. Many PM's are heavy now on the front axle, Scania with a V8 is 6.3t on the steer. Also a very high cost to set up the A trailer, chassis rails and guards etc.	Want uniformity in States Chasing 36 pallets is showing up other problems.
What are the long bonneted PM issues for driver comfort? Has this issue been satisfied or will it get beck into consideration after the length issue is agreed?	Is driver comfort an issue?
Support 20.8m & 26m over-all. There is no productivity gain in the argument for refrigerated transport. We must get at least 300mm to get air circulation & less product damage. See the WA rule of 22.8m, this is needed. We use 1200mm per pallet space for calculations.	20.8m & 26m O'all is needed for refrigerated pallets. Need national uniformity.
Can we get any "amnesty" until some decision is made? Should we wait and put "Productivity" into PBS? Package the 26m BD length with 20.8m pin to rear rule?	

Load Restraint Discussion

Issue raised & Summary of Point	Answer - Comment
Draft comments supplied not accepted by NSW RTA. Possibility of getting some commodity index, put on the web? Requests for application specific detail information.	
Company has not been happy with a recent court interpretation regarding a curtain-sider prosecution in Victoria. Clearly the performance standards are not understood by the courts.	Seeking clear guidelines that will allow legal certainty. How does one assure compliance?
NSW RTA has many and varied interpretations at the roadside. Gates must be tied down. The NZ curtain rating is not accepted by NSW RTA. What of mezzanine floors at .5g lateral force & levels of safety?	Seeking more uniformity of guideline interpretation. Apparent safety oversights?
Operators are the victims? The regulator has an obligation to make it understandable?	Make it clear with uniform interpretations among SRA's.
If it cannot be set down with consistency & certainty then there must be grounds for charges against the regulators?	Want more clarity & consistency.
If it is not dangerous, why is there so much trouble with methods that have never caused any problems?	Validate the measures.
The industry needs much more training, more awareness to ensure a wider understanding of restraint. When will training become available. What about restraint questions with a HV driver licence test?	More training. More awareness. Add it to the HV driver test.
Training providers do have general training courses available, but not specific commodity training.	Basic training is available.

The meeting will take these issues and comments forward to TOSA.