



HEAVY VEHICLE
INDUSTRY AUSTRALIA



HVIA Submission

Review of the National Freight
and Supply Chain Strategy
Discussion Paper

September 2023

Heavy Vehicle Industry Australia
Represents and advances the interests of manufacturers
and suppliers of heavy vehicles and their components,
equipment and technology.



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Background

Heavy Vehicle Industry Australia (HVIA) represents and advances the interests of the entire industry involved in the design, manufacture, importation, distribution, modification, sale, service and repair of on-road vehicles with a gross vehicle mass or aggregate trailer mass over 3.5 tonnes as well as their components, equipment and technology.

The industry directly employs over 70,000 people and provides some of the world's most efficient, safe, innovative and technologically advanced vehicles. HVIA seeks to work with government and industry stakeholders to promote an innovative and prosperous industry that supports a safe and productive heavy vehicle fleet operating for the benefit of all Australians.

HVIA members are significant providers of vehicles to the road transport sectors of the supply chain.

Summary of HVIA response

HVIA is of the view that the objectives of the supply chain strategy are broadly correct but that the delivery of initiatives identified in the previous strategy has not been effective and needs refocusing.

HVIA believes that the focus should be on better delivery against the existing objectives rather than adding additional objectives to the strategy.

For example, adding additional goals with respect to greenhouse gas emissions risks diverting attention from needed improvements to supply chain efficiency. Improving supply chain efficiency will help reduce greenhouse gas emissions, and particularly in the short term, should be the main focus of the strategy.

There are many other strategies being pursued by Government which focus on greenhouse gas emissions directly, including the development of a transport decarbonisation plan.

Improving the efficiency of the freight and supply chain in Australia will support decarbonisation efforts, without detracting or potentially conflicting with Governments other emissions reduction strategies.

HVIA supports focussing on a small number of high productivity activities and focussing on delivery against these activities. In HVIA's view these activities should include:

- Increasing the uptake of newer higher efficiency vehicles and combinations in the fleet (where appropriate this can include improving the uptake of electric or hydrogen vehicles).
- Increasing the average payload per vehicle or combination by better using information systems telematics and freight data.
- Increasing the routes accessible by high productivity vehicles such as B doubles, road trains and PBS combinations.

These types of activities will improve the ratio of cargo to total vehicle mass resulting in lower costs, lower fuel consumption and lower vehicle emissions.

Answers to the specific questions posed in the discussion paper

Question 1

HVIA is of the view that the current goals are appropriate.

Question 2

HVIA is of the view that adding additional goals risks diluting the effectiveness of the strategy.

Question 3

HVIA supports focussing on a smaller number of targeted national actions to improve the focus on delivery of achievable outcomes.

Question 4

HVIA would like to see a focus on:

- Increasing the uptake of newer higher efficiency vehicles and combinations in the fleet (where appropriate this can include improving the uptake of electric vehicles).
- Increasing the average payload per vehicle or combination by better using information systems telematics and freight data.
- Increasing the routes accessible by high productivity vehicles such as B doubles, road trains and PBS combinations.

Question 5

HVIA believes that KPI's should focus on:

- Measurement of supply chain efficiency for various modes, commodity type and region.
- Establishing benchmarks for the above.
- Completion of activities designed to improve freight chain efficiency.
- Evaluation of the effectiveness of completed activities in improving supply chain efficiency.

Question 6

HVIA believes that data similar to the Survey of Motor Vehicle Use previously conducted by the ABS (now discontinued) is required to evaluate the above KPI's. These types of data are also needed for other modes.

At minimum HVIA would like to see a new program established to collect data similar to the Survey of Motor Vehicles Use using updated data collection methodologies.

Question 7

HVIA would like to see the recommendations of the Productivity Commission Inquiry Report into National Transport Regulatory Reform (2020) taken into account in the review of the National Freight Strategy.

Question 8

Current Governance arrangements are probably adequate but need to be more focussed on outcomes for the community and less on internal issues between different Government agencies.

Question 9

The Freight Industry Reference Group needs to be consulted with early enough in the process to allow meaningful impact. Discussing the relative merits of different options with industry prior to making a decision will help reduce unforeseen consequences.