

Licenced Certifiers Association General Meeting + AGM – Minutes

Venue: Wetherill Park TAFE – Industrial Room *The Horsley Drive, Wetherill Park New South Wales 21642*

Meeting Start 6.15pm **August 12th 2024**

All members present must sign in the LCA attendance book.

Open Meeting Chair: Terry Leeder **Time:** 6.15pm **Date:** 12/08/2024

Attendees: Meeting (Live)

John Oste, Terry Leeder, Ian Carpenter, Ken O’Keefe, Mark Dewhurst

Zoom: Ali Akbarian, Mark Woods,

Visitor: Nil

Apologies: Peter Weatherby, Micheal Azzopardi, Scott Herning

Previous Minutes: May be read out by the secretory **Or**

Nomination that previous meeting minutes to be correct: Ken O’Keefe **Seconded:** Mark Dewhurst

Matters arising from the previous minutes: Items 1-12.

Item No	Agenda Item	Action/ Notes	Status
		General Meeting open at 6.15pm.	
1.	Recording of the Zoom Meetings	The meeting was recorded.	OPEN
2.		General Meeting closed at 6.15pm.	CLOSED
3.	2014 AGM Meeting	Call to order and the AGM meeting was opened and chaired by Terry Leeder at 6.18pm. AGM Meeting open at 6.19pm. The LCA called for nominations one by one for the office bearers and the following members were voted in for the upcoming year of 2024 – 2025. <ol style="list-style-type: none">1. President – Ian Carpenter2. Vice President – John Oste3. Secretary – Terry Leeder4. Public Officer – Peter Weatherby5. General Committee Members<ul style="list-style-type: none">- Ken O’Keefe- Scott Herning- Mark Woods- Greg South- Mark Dewhurst Meeting closed at 6.38pm.	CLOSED
4.		General Meeting was re-opened at 6.39pm.	CLOSED

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5.	GVM - Axle Weights	<p>TFNSW have declined to accept this new ruling for GVM & GCM axle weights.</p> <p>The GVM axle weights ruling details to be published in the “AAAA” magazine.</p> <p>Ken O’Keefe to pass on the details to our LCA members on receipt from TFNSW..</p>	CLOSED
6.	Speaker Presentation “Police/TFNSW”	<p>Ken O’Keefe has contacted Graham Borg on the phone who has responded he will contact us in due course.</p> <p>Graham Borg responded on the day of the last executive meeting and meet with the executive team. Introductions were made and Graham proceeded to introduce himself and what his role is with the police force and his involvement with TFNSW. Various general subject matter was discussed ranging from police conduct during vehicle inspection, highway patrol police general vehicle compliance knowledge, generally the opinion of the delivery of a professional responsible police person during modified vehicle inspections with the possibility of some exception in some few cases due to character difference between Police officer and the public .</p> <p>Some questions were raised by the LCA members, allocation of dedicated roads for brake testing, Police training from TRNSW ruling on modified vehicles and other matters from LCA members and executive team to be forwarded by an email inquiry at a later date. Terry also reported since the meeting he had also received a further comments from Pat Schofields about recent Police interaction to be discussed in general business.</p> <p>The introduction meeting was positive with some feedback and further confirmation that TFNSW were still under change within the department.</p>	OPEN
7.	New Objectives for 2023 – 2024	<p>Chris Roberts from TAFE has accepted and approved the LCA members PAI liability insurance & personal private public liability insurance for the use the TAFE facilities. An initiative plan to arrange look in to providing some training in September / October 2024 later this year.</p> <p>Further training days</p> <ul style="list-style-type: none"> a) Heavy vehicles <ul style="list-style-type: none"> – John Oste to Arrange for a presentation on Rigid Vehicle Air Brake Response Time Testing Presentation 	OPEN
8.	Lane Change & Brake testing promotion Videos	<p>Ken reported that he meets with Stewart who is currently working on this on braking presentation. Ken is currently undertaking comparison brake testing on 79 Series Landcruiser vehicles (Boosters, Rotors, Pads) and developing an awareness video to be available for all LCA members.</p> <p>This is to include the track testing on double diaphragm booster and pads as opposed to a single diaphragm booster installation and other equipment. Ken to did not have an anticipated completion date.</p> <p>Mark Dewhurst has put forward he can provide a testing venue test track for free which can be arranged if required. This brake test track opportunity the be presented and discussed further at LCA executive level as an agenda item.</p>	OPEN

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		Promotional video of these brake testing can be made available when completed and posted on the LCA website.	
9.	New Forum LCA	<p>The LCA association have been told by TFNSW they are looking at a forum to be undertaken at TAFE late in 2024.</p> <p>From the recent feedback from Graham Borg, it appears there will not be a forum in 2024. <i>(Apparently no one available in TFNSW to deliver the forum)</i></p> <p>John Oste suggested to send a further reminder every 3 months to TFNSW irrespective of their position and decision on this matter. (Ashcam Mafer)</p>	ON HOLD
10.	Disability Standard Mandates	<p>Ian Carpenter reported that TfNSW have released a new exemption form which mandates Australian STD requirements for disability work. This means all disability work including imports must comply in accordance with the Australian Standards where in the past they were recommendations via various VSBs / VSIs where now they MUST comply. This includes all overseas products in particular hand controls, restraints / docks, ramps / platforms, cargo restraint in passenger compartment and vehicle construction. All disability equipment MUST be compliant with the Australian STDS or requires an exemption prior to the modifications started.</p> <p>NOTE: THIS EFFECTS THE FOOTPRINT CLEARANCE OF THE WHEELCHAIR DOCKING POSTION AS NOW SOME VEHICLES THAT WERE ACCEPTABLE IN THE PAST THAT DON'T HAVE THE 1500H x 1300L CLEARSPACE</p> <p>Ian has since forwarded a request to TFNSW for an exemption (Headroom Heights) justification on private specific private vehicle applications. TFNSW have declined to accept any exemptions detailed in their email response that there will be NO exception and any future exemption requests from VSCCS certifiers will be denied.</p> <p>EMAIL RECEIVED FROM HERNAN RATTO – Manager Vehicle Standards.</p> <p>Generic response:</p> <p>TfNSW will not provide an exemption from the clear space requirements made under AS/NZS-10542.1 called up here www.nsw.gov.au/sites/default/files/noindex/2024-05/requirements-for-disability-appliances-14-march-2024.pdf.</p> <p>As a modifier/supplier, you should be aware that AS/NZS-10542.1 is a longstanding requirement for wheelchair installations that was initially introduced in 2002 under VSB.06, adopted in 2016 under VSB.14 & made mandatory by TfNSW on 14th March 2024. It has also been a standard mentioned in VSI.21 for many years now and the last revision was in 2021. TFNSW's VSCCS website also provided a reminder to</p>	OPEN

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		<p>Licensed Certifiers on June 2024 that this requirement had been made mandatory in March 2024.</p> <p>Members of TfNSW’s Vehicle Standards Working Group, including representatives of VSCCS Licensed Certifiers & particularly ATSA, were made aware of the adoption (under NSW transport legislation) of this standard in March 2023.</p> <p>That is, the standard and its requirements for wheelchair installations is not anything new.</p> <p>These standards were first adopted by the Commonwealth in 2021 (see Road Vehicle Standards (Model Reports— Compliance with Standards) Determination 2021’).</p> <p>TfNSW mandated disability appliance standards to improve safety outcomes for disabled persons. What you suggest I exempt goes against the very principles the standards were introduced in the first place.</p> <p>Regards,</p> <p>Hernan Ratto Manager Vehicle Standards Vehicle Standards Safety, Environment & Regulation Transport for NSW</p> <p>This matter is to be taken up with the VSWG Working group as an agenda item. Details to follow.</p> <p>During these discussions there was a difference of opinion amongst some of the certifiers in terms of the interpretation and options of the ruling as to which is the correct ruling to follow. IE: The Australian Standards or the ruling stated in the Vehicle Safety Bulletins (VSB 14).</p> <p>It was suggested to forward an inquiry onto the legal department within the “AAAA” via the LCA committee for their legal departments interpretation of TfNSW interim disability standard mandates documentation in terms of what is the correct ruling to follow. (Ian Carpenter & Peter Gillard are working on the matter)</p>	
11.	NSW Police	<p>Peter Gillard had drafted a document for each LCA member to be made available for all certifiers to sign to and be presented to local members of parliament, (Apply political pressure)</p> <p>Lesly meet with his local member for discussions on the subject matter and received a response that the minister requested the changes and instructed the Police to take immediate action (DEC LAST YEAR) on the matter. Therefore, there will be no changes to the ON-THE-SPOT AUDITING BY THE POLICE.</p>	ON HOLD

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		Peter Gillard is not letting the matter rest as apparently the letter was addressed by the deputies within the department and not by the transport minister. Peter is following up on alternative channels of communication. It was suggested to contact Peter and inquire on his anticipated timetable on the course of action.	
12.	LCA Website	<p>John Oste has recommended that ALL members make use of the website. It contains lots of useful information including the LCA general meeting minutes and upcoming agendas.</p> <p>The more it is used the better it is for all of us. Free promotion of your VSCCS business.</p> <p>ALL GENERAL LCA MEETING (AGENDA / MINUTES) TO BE ONLY MADE AVAILABLE VIA THE WEB BY JAN 2025.</p> <p>Recent Updated News (Posts) have been added which were presented at the end of the meeting:</p> <ul style="list-style-type: none"> • REMOVAL OF MODIFICATIONS where Drives shows a previous modified registration record and the VSCCS Engineering Certificate does not indicate any or specific modifications. • WIRING ELECTRICAL POWER - Low Voltage, High Voltage & Solar Panels in Motor Vehicle Weighbridge information • TFNSW Updates <p>LCA WEB Link address: https://licensedcertifiersassociation.com.au/</p>	<p>OPEN</p> <p>CLOSED</p> <p>CLOSED</p> <p>CLOSED</p>
13.	LCA Newsletter By Peter Weatherby “BLURB”	The first edition has been delivered and posted on the website. Peter Weatherby is working on the second edition of the Blurb. Peter was not present to report as he has not being well and is back in hospital.	OPEN
14.	New LCA Member Training / Awareness Program	Peter Weatherby has been volunteered to update our documentation with the department of fair trading. Terry read out the current LCA constitution documentation which did not suggest we cannot have a NON LCA member present in a general LCA meeting. Terry Leeder to forward an email to Peter Weatherby to ask what he was going to update on this subject matter including the issue of upcoming retired LCA members writes and their input within the association. Details to follow.	OPEN
	Financials		
15.	Treasures Report	John Oste reported in that the financials were in budget. <u>Year period 2024 -2025.</u> <i>Net Assets to Date 15 July 2024 \$36,656.11</i> <i>Expenditure to date 2024-2025 – 30th June 2024 \$8,231.26</i>	OPEN
	Correspondence		
16.	Police Incident	Pat Schofields (Nixons Wagga) reported a recent incident when he was undertaking swerve testing on a public road. Pat has authority to use the road which was closed off by a registered traffic safe work control team and whilst he was in the middle of testing a vehicle a highway patrol	CLOSED

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		<p>officer broke through the barriers into the testing site. The Police officer unpleasantly demanded what Pat was happening and he was doing. After Pat presented his credentials and identified himself as VSCCS certifier the police officer said nothing and hoping into his motor car and drove away. It was suggested that this incident to be raised and investigated by the executive committee as an agenda item, then added as a specific incident via the response correspondence email to Graham Borg as stated in above Item 6.</p> <p>Ken O'Keeffe further added he had since spoken with Graham Borge and thanked him for meeting with the executive team. Graham confirmed that he will reply to all correspondence regarding complaints and concerns and any incidents raised. Another email to be forwarded to all LCA members to report any other incidents, complaints or concerns to the committee for further action.</p>	
	General Business		
17.	TFNSW VWG LCA Representative?	<p>John Oste inquired on the best way forward to advise TFNSW we have a new president and asked Ken O'Keeffe who has resigned as the LCA president & TFNSW (VWG) representative to contact TFNSW and forward advice.</p> <p>This raised some general discussions within the group, it was decided not to contact TFNSW first but rather present this matter to the executive team at the next meeting.</p> <p><u>Current TFNSW (VWG) representatives</u> Ken O'Keeffe represents Licenced Certifiers Association Peter Gillard represents VSCCS Certifiers <i>Greg South – Proposed TAFE Representative</i></p>	OPEN
18.	TAFE Australian Standards Library	<p>Chris Roberts provided feedback from TAFE to the LCA Committee members during our last meeting:</p> <p>1. <u>Australian Standards Library</u>. A complete Australian Standards reference is available in the TAFE library for all LCA members where you can print out a copy at a small cost for printing the documentation.</p> <p>A post to be raised on the LCA website of the information.</p>	OPEN
19.	Safer Freight Vehicles 2.55 wide	<p>John Oste reported that safer freight vehicles are only new vehicles, NC & NB categories with the approvals handled by Rover. This information is noted on the Rav listed under the area below the tick for b-doubles. This information is detailed in VSG 35 & VSG 36. These vehicles now have road access in all jurisdictions in accordance with new legislation except for WA & Northern Territory. This only applies to trucks, no Trailers or buses.</p>	OPEN
20.	EBS HEAVY VEHICLE BRAKING Heavy Trailer Towing Equipment	<p>All Heavy vehicles fitted with Electronic Braking System (EBS) requires additional modifications for the trailer control signals to be communicated to and from the heavy trailer using an appropriate Trailer Control Valve and TCV Module equipment.</p> <p>Information to be added to the website as an information in a post in due course when available.</p>	OPEN
	Correspondence		

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21.	Herman Ratto TFNSW Disability Standard Mandates	Ian Carpenter had received an email was received for Herman in TFNSW clearly stating the Australian Standard mandate for the clear area (1500mm head height) requirements for wheelchair occupancy. This effects all disability vehicles for private use in smaller vehicles. Refer to item 7. Ian Carpenter and Peter Gillard to prepare an email regarding this matter to be presented to TFNSW.	OPEN
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Meeting Closed Time - 7.48pm

Upcoming Meeting Dates

2024	General Meeting	Executive
Third Term		2 nd September
Fourth Term	14 th October, 4 th November	21 st October, 11 th November

This concludes the 2024 year. We do not meet in in the months of December or January of each year.