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Economic Cooperation**

**Advancing**  
Free Trade for Asia-Pacific  
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# Heavy Vehicle Industry Overloading Workshop

4 & 5 April 2018 – Lae, Papua New Guinea

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Presented by  
Department of Transport & Infrastructure

# Heavy Vehicle Industry Overloading Workshop

4 & 5 April 2018 | Lae, Papua New Guinea



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- Project initiated at 42<sup>nd</sup> APEC Transportation Working Group (TPTWG 42), April 2016, Port Moresby. Industry Workshop (Lae, August 2016).
- PNG Updates at TPTWG 43 & 44 (after Workshop in April 2017, 10 APEC Economies attended).
- Resulting in a Discussion Paper and Regulatory Toolkit including an Implementation Plan
- 2<sup>nd</sup> Industry Workshop – PNG, Lae 4 & 5 April, 2018

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## **Purpose:**

- To develop awareness on the causes and impacts and overloading of heavy vehicles

## **Objectives:**

- For PNG regulators and transport operators to work together on identifying appropriate options (solutions) to reduce the incidence of overloading and poor load restraint.

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## **Opening activity:**

- Participants identify the key action / solution they believe would bring about change.

## **Actions included:**

- stronger regulations, training, enforcement, political commitment, leadership and capability, technology, road authority working with industry, data collection and analysis.

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## Day 1 – Session 1

Impacts on:

- **Economy**
  - Restricts economic growth and opportunity
  - Re-direct limited resources (human capital / investment funding)
- **Community**
  - Road safety
  - Environment
  - Enjoyment of life
- **Road agencies**
  - Maintenance
  - Lost investment opportunity
- **Transport sector**
  - Supply chain
  - Transport industry



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## Day 1 – Session 2

Participants rated the most to least likely **cause** of overloading

- 29 Road and Infrastructure conditions
- 28 Poor / little enforcement
- 21 Lack of strategic guidance
- 19 Competitive contractual arrangements
- 10 High Transport costs
- 8 Human factors (driving and loading practices)
- 4 Competition between transport operators
- 4 Cowboy culture and corruption
- 4 Wrong vehicle for the freight task
- 3 Global Competition
- 3 Lack of Knowledge of damaged caused by overloading
- 0 Poor regulation to maintain vehicles

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## **Day 1 – Session 3** Overview of possible Options:

### Technological options

- Weigh Stations
- WIM sites
- Automatic number plate recognition (ANPR) technology
- On-board mass scales

### Policy options

- Performance Based Standards (PBS) and High Productivity Vehicles (HPV)
- Mass Management Accreditation Schemes
- Chain of Responsibility
- Licensing Operators
- Road Pricing

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## Day 1 – Session 4

Introduction to:

**The five categories of actions to support solutions:**

- Leadership and capability development
- Strategy and policy development
- Communications and engagement
- Data collection and analysis
- Legislative review and reform



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## Day 2 – Session 1

Participants workshop and critique actions within each category

**The five categories of actions to support solutions:**

- Is the action (within each category) applicable to PNG?
- What role could transport industry play to make the initiative happen?
- What does industry want from the initiative?
- What does the regulator want from the initiative?
- How will the effectiveness of the initiative be measured?
- When should it happen? 0-12mths, 12-36mths, 36mths or more

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## Day 2 – Session 2

- Presentation of participant's views on actions with discussion on:
  - Strategies to get there?
  - Key tensions / challenges?
  - What do we need to know more about?





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## Day 2 – Session 3

- Testing weigh station operations

