

GLOBAL EXPERTS TO MEET IN MELBOURNE



HVTT11, the world's premier conference on heavy vehicle technology, is to be held in Melbourne in the run-up to the second International Truck, Trailer and Equipment Show in early 2010.

In a major coup for Australia, the HVTT11 International Heavy Vehicle Symposium is to be held in Melbourne on 15-17 March 2010, timed to be followed by the second International Truck, Trailer and Equipment Show at the Melbourne Showgrounds.

The HVTT is a gathering of all of the best minds working in the field of road transport technology today. It is an opportunity for those at the cutting edge of heavy vehicle design to get together, compare notes and debate the way forward for the road transport industry globally. By choosing Melbourne as the venue for the 2010 conference, the International Forum for Road Transport Technology (IFRTT) is recognising the Australian industry's pivotal role in developing high capacity, high productivity and innovative commercial vehicle design both in theory and, most importantly, in practice.

The IFRTT organises these events in order to advance the agenda of heavy vehicle transport issues through the sharing of knowledge and exchange of views between researchers, policymakers, regulators, road agencies and the Transport Industry. The forum will hear presentations from around the world from speakers who are leaders in their field. Subjects covered will address many of the issues facing all Transport Industries around the globe as environmental issues come to the fore at the same time as community pressures

build on the industry to tackle increased congestion and the need for improved productivity in the face of higher energy costs.

"The best brains in the world thinking about innovation in heavy trucks will be in Melbourne for this conference," says Rob Perkins from the HVTT Conference secretariat. "It's a Who's Who of international transport academics. There will be leading thinkers there, people like Anders Lundstrom from Scania in Sweden. We are also interested in involving people who shape the policy in Australia, who are key thinkers and designers. These people are the leaders in these spaces.

over the next 12 months the chosen speakers and presentation topics will become clearer. The organisers expect an enthusiastic response to the call and many of the movers and shakers from both North America, Asia, South Africa and Europe will be keen to see how high productivity vehicles work on the ground here in Australia.

The HVTT's roots lie in the groundbreaking Heavy Vehicle Weights and Dimensions Symposium in Canada in 1986. Since then the IFRTT has run a HVTT symposium every two years, while becoming involved in research projects with the OECD, the European Commission, NAFTA in the

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"There will be some quite formal sessions with the presentation of papers, but we are also going to develop some more open forums. These should leave us with a very good legacy in terms of heavy vehicle issues around the 11 topics we have listed in the call for papers." This call for papers has been issued by the HVTT organising committee and

United States as well as with our own Performance Based Standards (PBS) project here in Australia. Many of those involved in the PBS development are also members of the IFRTT Scientific Committee globally. This includes Les Bruzsa, Principal Engineer for Queensland Transport; Peter Sweatman, founder of Roaduser





and now Director of the University of Michigan Transport Research Institute; Robert Di Cristoforo; Hans Prem; and David Rolland. All of them intimately involved in the development of innovative vehicles on Australian roads, both now and in the future. (Coincidentally, the IFRTT Scientific Committee is chaired by Professor David Cebon, Director, Cambridge Vehicle Dynamics Consortium and Head of Cambridge University Engineering Department's Transport Research Group, who is also an Australian but now based in the UK.)

"I would expect to see regulators coming along, people like ARRB and other consultants. We also expect the industry associations to attend, like the Truck Industry Council and the VTA," says Rob. "The National Transport Commission is involved and its Chief Executive, Nick Dimitrios, is chair of the local organising committee.

"Equipment manufacturers can be expected to get on board; the major trailer makers and truck manufacturers are already committing to attend. I expect to get the major customers to

come along as well, companies like Bluescope Steel, Woolworths, Coles and the other major generators of freight movement. They are increasingly playing a role in setting the environment agenda, with companies like Woolworths specifying Euro 5 emissions levels.

"We will also be looking to set up a few keynote speakers from Australia and influential speakers from the large organisations. They will also get their chances in the open floor debates, people will be given a few minutes to state their position and then we will be able to facilitate discussion around this topic.

"There will definitely be an Australian flavour to it as well, we need to make it relevant to Australia."

Most of the issues discussed at the conference are indeed likely to be relevant to Australia, such as the need to cover vast distances and improve productivity and innovation, often with the help of Federal and State Governments who have shown in the past, to a certain degree, a willingness to experiment. Environmental issues are likely to join in, as technology for an

improved carbon footprint is also more efficient technology. Harmonisation of environmental regulations around the globe will also be discussed, potentially enabling the development of global engines and other technologies. The issue of safer vehicles is always on the agenda and discussions about safer vehicle design with new safety technologies, plus the design of safer infrastructure, will be included. Infrastructure issues around increasing congestion, road pricing and traffic noise will also come into the picture. At the HVTT, Australian visitors to the conference will be able to draw down from the best practice examples of improved productivity vehicles, innovative logistical arrangements and other cutting edge thinking from around the world.

"This conference is pretty unique. It's got a real international flavour and a good history; it's an event that has run every two years around the world," says Rob. "It has also got a strong local partnership already through its relationship with VicRoads and the NTC, both of whose chief executives are involved."