



A message from the CEO

COVID-19 Update 26/06

With the easing of restrictions, it continues to be another busy week. As time goes by the Government is shifting its attention back to addressing important industry issues and away from focusing solely on responding to COVID-19. This is a welcome return to business as usual and the MTA stands ready to bring your voice to matters of importance on behalf of the automotive industry.

Heavy Vehicle Inspections

At a series of productive meetings this week on heavy vehicle inspections with National Heavy Vehicle Regulator (NHVR) CEO Sal Petrocchio, the Minister for Transport, Hon Stephan Knoll MP and the Department of Planning, Transport and Infrastructure (DPTI), I have sought for greater clarity on the future of stage two inspections, while continuing to flag our members' concerns about stage one change of ownership inspections moving to DPTI locations only, such as Regency Park. The procurement process for Stage 2 Heavy Vehicle Inspections officially ends on June 30 which means that the Stage 1 arrangements will need to be re-tendered if they are to be continued to be delivered by industry. Re-tendering in the time frame was not possible, so DPTI have decided to bring the inspections back in house.

I explained to the Minister that we had a concern based on our previous experiences that the level of customer service that we had been receiving was going to reduce with a reduction to the available days and working hours, and that booking and rebooking times were going to affect the industry's ability to conduct business.

From next week we will be monitoring the situation very closely with regards to the delivery of services. We will be reaching out to get your feedback on whether there are any delays or difficulties in the booking process when the change comes into effect on 1 July. I will use this opportunity to pass your feedback directly to the Minister on a regular basis.

Two square metre rule for Stage 3

COVID-19 restrictions continue to ease, including the announcement this week that will move to stage three. From Monday the 300 person indoor capacity will be scrapped and replaced by a one person per two square metre rule. While it is pleasing that we are moving closer to business as usual, product and parts supply chains have been disrupted and we are hearing that used vehicles stock availability is currently an issue.

Annual Wage Review

As employers continue to recover from the impacts of COVID-19, the Fair Work Commission has handed

down a decision which provides for a modest increase of the national minimum wage and the Modern Award minimum wages, despite submissions from employer organisations including the MTA calling for no increase.

The national minimum wage increase operative date was kept at 1 July 2020 (or the next pay period after that date). However, modern Awards were split into three groups, with the operative dates for the three groups split between 1 July 2020, 1 November 2020 and 1 February 2021.

None of the Modern Awards that impact the majority of our members are included in Group 1.

Group 2 does include the Clerks – Private Sector Award, Manufacturing and Associated Industries and Occupations Award, Passenger Vehicle Transportation Award and the Road Transport and Distribution Award.

Group 3 includes the Fast Food Industry Award, General Retail Industry Award, and most importantly for many of our members, the Vehicle Repair, Services and Retail Award.

The MTA will publish revised Wage Schedules on our member site prior to the operational date of each relevant Award. In the meantime, if you have questions or concerns, I encourage you to get in contact with the WR team on (08) 8291 2000 or by [clicking here](#).

Fuel Watch Regulations

I have previously discussed the government's announcement of a two year fuel watch trial, and this week Consumer and Business Services has provided us with an early draft of the Regulations for industry feedback. We are currently reviewing the draft legislation in consultation with service station members and will continue to advocate that the scheme must not be overly burdensome for businesses, and also allow for retailers in regional areas to be exempted where they are the only local fuel supplier.

Reform options for a future Heavy Vehicle National Law

Yesterday, the National Transport Commission released the consultation regulation impact statement (RIS) as the basis for the next phase of engagement on the HVNL review. Reform options cover access, fatigue, assurance, duties, regulatory tools, technology and data, and vehicles. We have been responding on your behalf based on your feedback we have been responding to the different stages of the review. We will work through the paper and put it out for your feedback shortly

MTA Innovation Hub

The MTA's Automotive Innovation Hub at Royal Park has been a hive of activity this week with Tradiebot Industries setting up its Digital Training Studio that will also feature 3D prototype printing, gaming and virtual reality products such as a virtual spray paint booth which will allow us to use augmented and virtual reality technology in our training programs. The MTA's partnership with Tradiebot will allow students and industry to see, touch and try new technology tools and acquire new skills that will be required from our future workforce.

Automotive industry on the road again

Today you may have noticed our advertisement in The Advertiser. This builds on our Open for Business Campaign, as we remind the public that automotive is open for business and that we are here to support our members.



Green group joins calls to ditch revamp

MATT SMITH
POLITICAL EDITOR

ENVIRONMENTALISTS have joined the chorus of people urging the State Government to rethink South Australia's largest ever road-infrastructural project.

Convenor SA, the state's peak environmental body, has called for the Project Leader's call yesterday for the Government to reconsider investment into the final stages of the North-South Corridor.

Convenor SA's chief executive, Craig Williams, said the upgrade would be a phenomenal amount of money, with limited return on jobs.

"Right now we need to focus on projects that deliver multiple benefits, including employment, social equity and the environment," Mr Williams said.

He said for every \$1 billion spent on highway recovery and land restoration, 20,000 jobs were created. The same amount invested in public transport infrastructure could create 30,000 jobs, he said.

"Regarding South SA, a best-practice approach is to consider reduction in expenditure during COVID-19 has shown," he said.

"We don't need bigger roads, we need better options to move people away from driving their cars during peak hours."

Mr Williams' comments counter the Project's Chief of Funding for the project, the department's chief infrastructure projects, such as sporting and leisure precincts, which he said would create new jobs.



An artist's impression of how a tunnel cut could look.

The Government is expected to make a decision within months on how to deal with the 10-km stretch, running north and south of Adelaide Highway.

Infrastructure Minister Stephen Marshall has indicated a single-planned road is a simple option, but it will require more investment and that's the deal we are working on.

Options from the massive project include two tunnels, with north-south running to the north between Anne and Highway and Edward St, an M100 Park, or a four-lane design, similar to the Torres in Torres Strait.

Mr Marshall said the highway project is seen as a key part of a plan to build a new Adelaide, including the new T3 train and other infrastructure projects to support the city's recovery.

Mr Marshall said the project was a "critical" investment for the state.

"Completing the final section of the North-South Corridor and delivering the single-planned road project is a key part of our recovery plan."

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Helping hand members Yvonne Whitlock, 86, Elsie Butler, 86, and Anita Langley, 70, say they will be disadvantaged by bus stop cuts. Picture: Matt Lusher

BUS STOP CUTS A BLOW TO OUR INDEPENDENCE

CELESTE WILLIAM
OLDER North Adelaide residents are calling on the State Government to reconsider cuts to the bus network.

Ms Williams said the cuts would be a "blow to our independence" and that the government should consider the impact on older residents.

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Jury's out for Lib MP on bus plans

MATT SMITH

THE State Government's most "vulnerable" MP has written to every household in her electorate asking for their thoughts on controversial bus changes.

Frank Latchford, who holds her northern Adelaide seat of King, has written to every household in her electorate asking for their thoughts on controversial bus changes.

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First Choice LIQUOR MARKET

ANY OF THESE FOR \$8

ANY OF THESE FOR \$12

ANY OF THESE FOR \$15

ANY OF THESE FOR \$22

ANY OF THESE FOR \$49

ANY OF THESE FOR \$45

ANY OF THESE FOR \$47

ANY OF THESE FOR \$49

On The Road Again

While the recovery journey has only just begun, there is no doubt South Australians are on the road again.

On the road for work, on the road for school drop off, on the road for that weekend break.

And for over 90 years the MTA and its members have been on the road with you - supporting both our customers and our community.

As we transition to a 'new normal', there has never been a better time to buy, service or repair a vehicle.

Look for the MTA sign - a sign you can rely upon.

Find a member by visiting: www.mtasant.com.au/open

Finally, it's great to see our face to face zone meetings which recommencing this week in the Adelaide Hills and Murraylands. I'd like to thank those that attended. As always I encourage you to keep engaging with us, whether you have a work place relations question, divisional issue or government concern, we are here to help.



I hope you enjoy the weekend and manage to get out for a bite to eat and a drink or two.

It's also good to see that sport is back, especially if you are a Port or Liverpool fan!

Regards

Paul

MTA SA / NT CEO

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