



Engagement with the NHVR

*Cement Concrete and Aggregates Australia
Road Safety Seminar*

16 October 2019



What is the NHVR's purpose?

Our Vision

Our vision is for a safe, efficient, productive heavy vehicle industry serving the needs of Australia.

Our Mission

Through leadership and influence we administer a national statutory system that delivers consistent and streamlined regulatory services and administration to the Australian heavy vehicle road transport sector, minimising regulatory burdens while fostering greater safety and productivity

Our Values

- People Matter.
- Customer First.
- We Add Value.
- Strong Partnerships.

Key Result Areas



Safety – minimising harm to drivers and passengers, other road users and property associated with heavy vehicle incidents.



Productivity – maximising the economic value of heavy vehicle activity by facilitating better, more efficient ways for the participants in the heavy vehicle industry to undertake their activities.



Sustainability – minimising the adverse impacts of heavy vehicles on the road infrastructure, environment and the community.



Regulatory Capability – ensuring the regulatory activities which the NHVR undertakes are proportionate, procedurally fair, evidence based and delivered in the most efficient and effective manner to achieve our vision and perform our role.

The year that was... 2018-19



Website hits

1.78 million



Social media visits

3.83 million



Permit applications

67,622



Vehicle Standards
Exemption | In-principle

154 | 234



PBS

Comb. approved | Units approved

1,721 | 7,216



Accreditation customers

7,259



Pre-approved routes

2,132

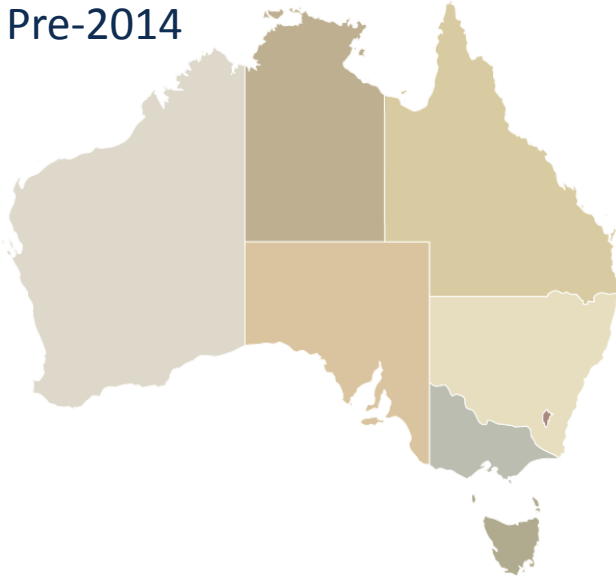


Call centre calls

59,897

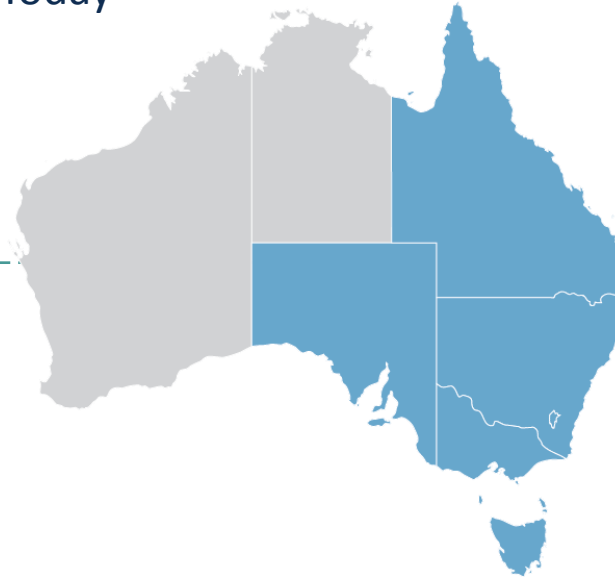
Heavy Vehicle – Regulatory Environment - 2019

Pre-2014



- 9 sets of State and Federal laws
- Numerous compliance agencies
- \$8 billion-plus in lost productivity

Today



- 1 set of laws for 6 States/Territory
- Cooperation with NT and WA

Current access NSW... 2018-19



Permit applications (NSW only)	Permit applications (National)	End-to-end processing (National)	NHVR processing (National)
10,752	68,013	18.6 days	4.7 days



Class 1 (NSW only) Applications NHVR processing	Class 2 (NSW only) Applications NHVR processing	Class 3 (NSW only) Applications NHVR processing
2652 4.2 days	7420 6.0 days	680 4.2 days

Note – Timeframes includes weekends

NHVR Portal | new service areas

Creating a **one-stop-shop** for all of your transactions and data

The screenshot shows the NHVR Portal dashboard for a customer administrator. The main section is titled "Accreditation" and includes a "Manage Accreditation" card with a description: "Here you can submit a National Heavy Vehicle Accreditation Scheme (NHVAS) application." Below this is a "Your next steps" timeline with seven steps, each with a date of 18 Sep 2019 and a status icon (green checkmark or blue bell). The steps are: Established accreditation - Mass, Notify us when you book initial audit, Completed entry audit - BFM, Notify us when you book initial audit, Completed entry audit - Mass, Completed entry audit - Maintenance, and Established accreditation. At the bottom, there is a table of accreditation modules:

Module	Expiry Date	Status	Action
Mass Management	28-Apr-2020	Current	VIEW CERTIFICATE
Maintenance Management	18-Aug-2019	Suspended	VIEW CERTIFICATE
Basic Fatigue Management	16-Sep-2019	Expired	VIEW CERTIFICATE

Accreditation Services
Beta Version NOW | LIVE in October 2019

The screenshot shows the "Vehicle details" page for a permit. It includes a "Configuration" table with columns for Axle group, No. Tyres, Spacing, Axle group mass, Tyre size, and Steerable. Below this is a "Vehicle details (1)" section with fields for Make and model, Steering control, and Mechanical linkage. A "Statement of Requirements - In-principle Support" window is overlaid on the right, showing a table of requirements for different axle types.

Vehicle Standards
Beta Version NOW | LIVE in October 2019

The screenshot shows the "Route planner tool" interface. It features a map of Australia with various route areas highlighted in green and yellow. A "Class 2 Pre-Approvals" pop-up window is displayed, showing a list of pre-approvals and their details. The list includes "Class 1 Pre-Approvals" (Approved Routes, Approved Routes with Conditions, Not Approved Routes, Approved Routes Area) and "Class 2 Pre-Approvals" (Approved Routes, Approved Routes with Conditions, Not Approved Routes, Approved Routes Area). The "Class 3 Pre-Approvals" section is also visible.

Pre-Approved Routes
Over 2,500 routes that are pre-approved



NHVR Portal | network access improvements

Conditions library

[CONDITION SETS](#) [ADD CONDITIONS](#)

[NEW](#) [EDIT](#) [REMOVE](#)

Search

- Class 1 exemption
- Class 2 authorisation
- Class 3 exemption
- HML authorisation
- PBS authorisation
- Class 2 B-Double authorisation
- Class 2 Road Train authorisation
- HML authorisation - B-Double
- HML authorisation - Prime Move

RI02 - Restricted Infrastructure Condition - No Access on Specific Structure
Restricted structure - The heavy vehicle must not travel on or traverse the nominated asset STRUCTURE Bridge at ADDRESS. [EDIT](#) [REMOVE FROM SET](#)
Condition applied where an oversize wide load or excess mass vehicle may impinge on bridge/structure.

RI03 - Restricted Infrastructure Condition - No Access on Specific Structure (attached list)
Restricted structures - The heavy vehicle must not travel on or traverse the nominated assets (see attachment) [EDIT](#) [REMOVE FROM SET](#)
Condition applied where an oversize wide load may impinge on bridge/structure.

RI04 - Restricted Infrastructure Condition - Position of Travel, Specific Structure, Speed
Position of travel - Structures - The heavy vehicles travel path must remain on the left hand side sections of the road while traversing the nominated asset STRUCTURE Bridge at ADDRESS. The maximum speed during this movement is limited to 60kph. [EDIT](#) [REMOVE FROM SET](#)
This condition can be used to mitigate an infrastructure risk associated with an Overmass heavy vehicle. May also be applied to over dimensional loads where low clearances infrastructure is involved. This condition will not mitigate any public safety or amenity risks.

Applications

67,000

permits applications 2018/19

Finalising Permits

5,400

automated permits issued

100% Road Manager Utilisation

495 Road Managers now using the standard conditions library

NHVR Portal | performance based standards

The screenshot displays the NHVR Portal interface for a Performance Based Standards (PBS) Design Approval Application. The top navigation bar includes a search bar, notifications, help, and a user profile for Simon Johnson at Trucks Pty Ltd. The left sidebar contains various menu items such as Dashboard, Cases, Applications, Tasks, Permits, Policy library, Reports, Registration, Registration bulk check, Registration Search, Accreditation, Vehicle standards, Performance Based Standards, and Route planner. The main content area shows the application title 'PBS - Design Approval Application - Variant 1' and a progress bar with seven steps: 1. Configuration, 2. Assessment, 3. Vehicle details, 4. Pre-advised specifications, 5. Exemptions, 6. Attachments, and 7. Review. Below the progress bar, the 'Review' section is active, showing a 'Configuration' card with an image of a blue truck and the following details: Vehicle type: Oversize Overmass Prime Mover, Vehicle configuration: 3 axle truck, Component type: 4 axle trailer, and Component configuration: 3 axle truck. A 'Dimension sets' table is also visible, listing dimensions for different levels and mass limits.

Performance Based Vehicles / Design Approval / PBS - Design Approval Application / PBS - Design Approval Application - Variant 1


PBS - Design Approval Application - Variant 1

Variant nickname: None

- 1 Configuration
- 2 Assessment
- 3 Vehicle details
- 4 Pre-advised specifications
- 5 Exemptions
- 6 Attachments
- 7 Review

Review

Configuration



Vehicle type
Oversize Overmass Prime Mover

Vehicle configuration
3 axle truck

Component type
4 axle trailer

Component configuration
3 axle truck

Dimension sets

Set No	Dimensions	Level	GML	CML/QML	HML/QML	Bridge
1	Length 23 m	1	50.25t			Tier 1
		4	58.25t	57.25t	56.45t	Tier 1
	Width 23 m	Notes Mass limits include 6.5-tonne steer axle				

PBS is coming

ALPHA Version in December 2019

Connected to Access Permits in mid-2020



Future access landscape



Access using
consent
parameters

More
responsibility
for the NHVR

Shared
movement
data

Risk-based
access
framework

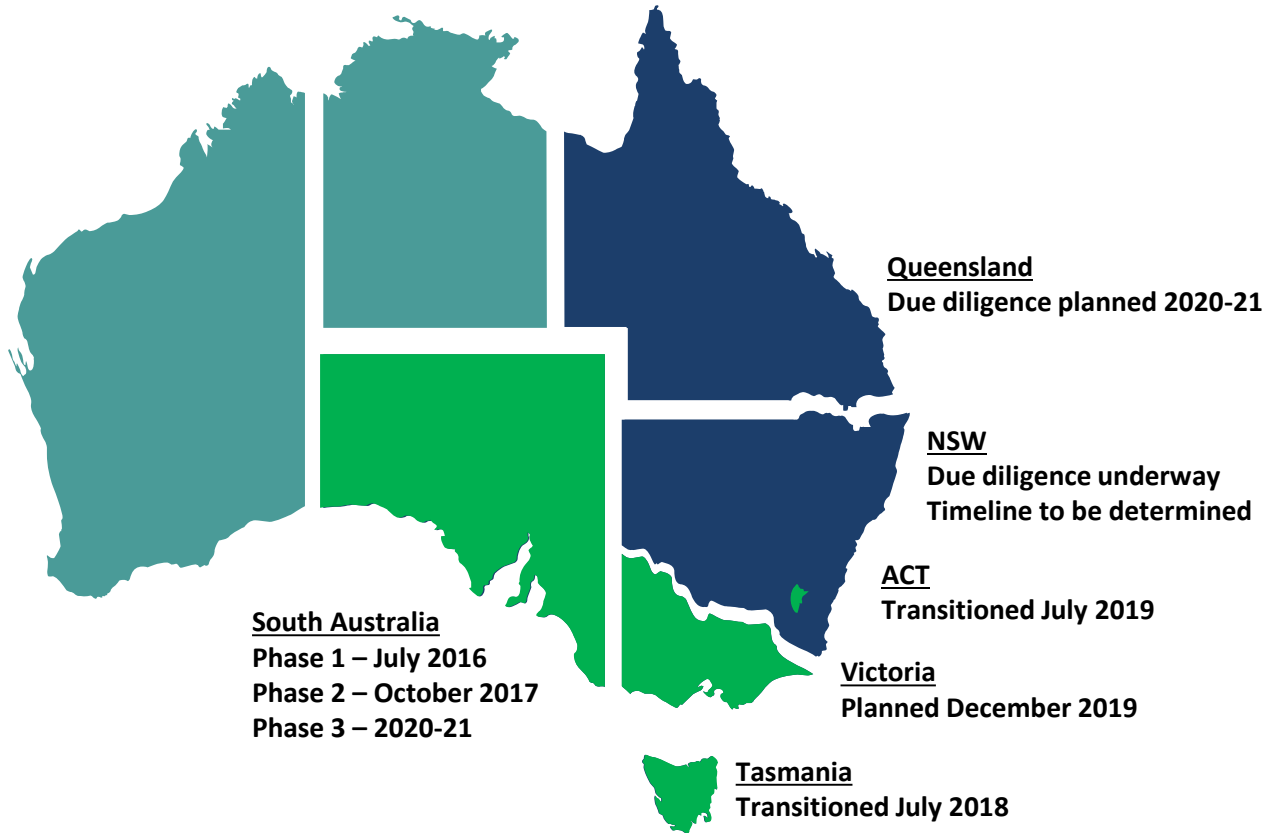
Dynamic
national
network
maps

Simplified
vehicle
classification

Targeted
infrastructure
funding

Support for
infrastructure
assessment

National Service Transition



Outcomes of transition

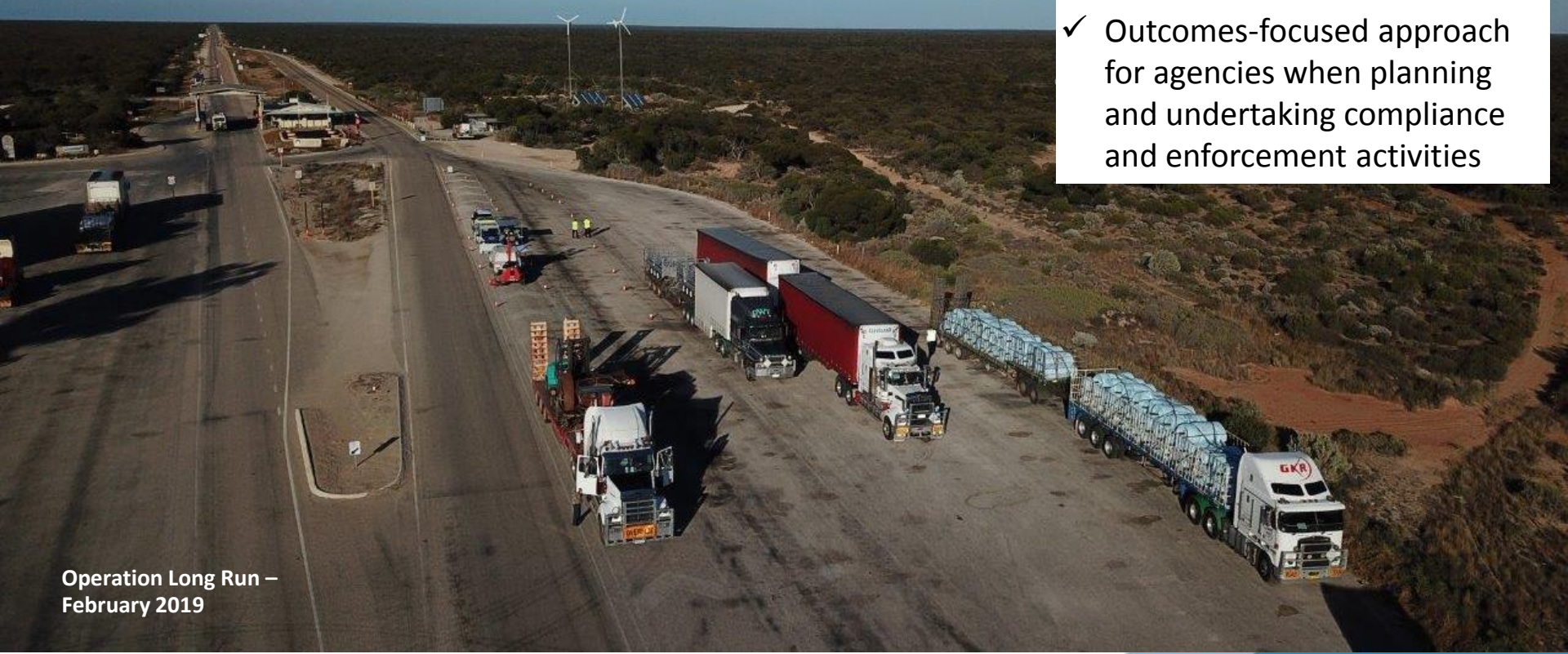
- Consistent approach to compliance and enforcement from roadside to interventions
- Borderless operations
- National data to inform more targeted compliance activity
- Building capability to deliver timely, national response to critical compliance issues
- Applying best practice regulatory approaches across all jurisdictions



Consistent compliance

- ✓ *National Compliance & Enforcement Policy*
- ✓ Outcomes-focused approach for agencies when planning and undertaking compliance and enforcement activities

Operation Long Run –
February 2019

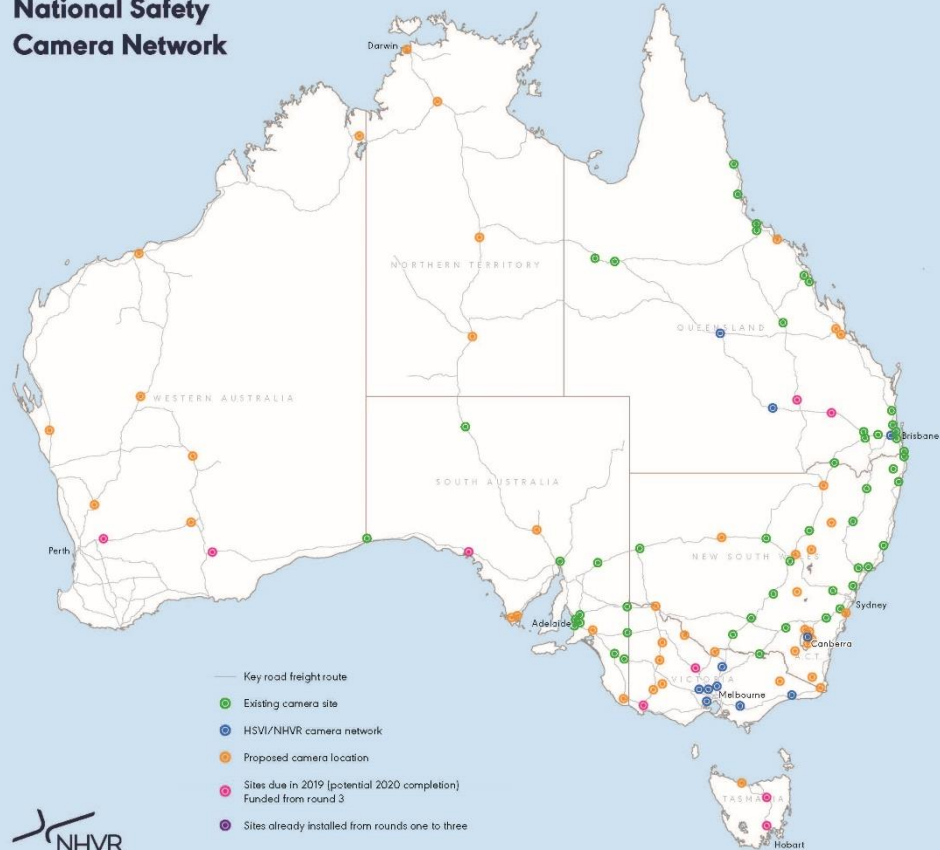


Improving safety on our roads



Enhancing the network – 24/7 visibility

National Safety Camera Network



Total Sightings

4,034,663

Sighted Date
 23/06/2019 - 28/07/2019

Last 35 days

Registered Jurisdiction
 Select all
 ACT
 NSW
 NT
 QLD
 SA
 TAS
 VIC
 WA

Location of Sighting
 Select all
 NSW
 QLD
 SA
 VIC

Date	Time	Site	Heading	Lane	Plate Number	Source	Registered Jurisdiction	Location of Sighting
23/06/2019	00:00:01	Crafters East	East	E1	SB82GU	STC	SA	SA
23/06/2019	00:00:10	Gundagai	North	N1	CD86GQ	STC	NSW	NSW
23/06/2019	00:00:22	Glide Derby North	North	N2	AT7303	STC	NSW	NSW
23/06/2019	00:00:24	Gateway Motorway - Belmont	North	N1	985GCL	ANPR	QLD	QLD
23/06/2019	00:00:28	Manulan North Screening	North	N1	XV44FY	STC	VIC	NSW
23/06/2019	00:00:29		East	E2	XV69GR	ANPR	VIC	VIC
23/06/2019	00:00:30		South	S1	526TUN	ANPR	QLD	VIC
23/06/2019	00:00:30	Albury	North	N1	XV07TH	STC	VIC	NSW
23/06/2019	00:00:32	Manulan North Screening	North	N1	CK39VZ	STC	NSW	NSW
23/06/2019	00:00:33		South	S1	W22RCK	PPF	QLD	NSW
23/06/2019	00:00:34	Pacific Highway	West	W1	9UYN8A	ANPR	NSW	NSW

Number of Sightings by Location and Jurisdiction

Report Filter | Registrations | Defaults | Intercept | Offences | Offences Detail | **Sightings** | Help

National camera sightings

Dimension Offences	Fatigue Offences	Licence Offences	Load Offences	Mass Offences	Mechanical Offences	Registration Offences	UNKNOWN Offences	Notice/Permit Offences
80	2,990	86	380	3,458	3,150	300	4,947	0

National offences types

Intercept Date
 02/07/2018 - 16/08/2019

Registered Jurisdiction
 Select all
 ACT
 NSW
 NT
 QLD
 SA
 TAS
 VIC
 WA

Intercept Jurisdiction
 Select all
 ACT
 NSW
 NT
 QLD
 SA
 TAS
 VIC
 WA

ACN	AIN	Operator Type	Registered Operator Name	Registered Jurisdiction	Intercept Jurisdiction	Offence Count
		Organisation		VIC	NSW	42
		Organisation		TAS	TAS	37
		Individual		TAS	TAS	37
		Organisation		VIC	VIC	34
		Organisation		VIC	NSW	28
		Organisation		VIC	NSW	23
		Organisation		NSW	NSW	23
		Organisation		WA	NSW	22
		Individual		NSW	NSW	22
		Organisation		NSW	NSW	21
		Organisation		WA	SA	21
		Organisation		SA	NSW	20
Total						15,470

Offences by Offence Type

UNKNOWN	4,947
Mass	3,458
Mechanical	3,150
Fatigue	2,990
Load	380
Registration	300
Licence	86
Dimension	80
Notice Or Permit	79
	0

Offences by Jurisdiction and Type

Offence Type	ACT	NSW	NT	QLD	SA	TAS	VIC	WA
Dimension	0	80	0	0	0	0	0	0
Fatigue	0	2,990	0	0	0	0	0	0
Licence	0	86	0	0	0	0	0	0
Load	0	380	0	0	0	0	0	0

Offences by Type and Vehicle Category

Offence Type	Bus	Heavy Trailer	Light Comm.	Prime Mover	Sight Truck	Special Vehicle
Dimension	0	0	0	0	0	0
Fatigue	0	0	0	0	0	0
Licence	0	0	0	0	0	0
Load	0	0	0	0	0	0

Report Filter | Registrations | Defaults | Intercept | **Offences** | Offences Detail | Sightings | Help

National compliance rate

Total Intercepts	Intercepts w/ Offence	Compliance Rate ▼ ⋮
187,226	12,886	93 %

Intercept Date

02/07/2018 06/08/2019

Registered Jurisdiction

Select all

ACT

NSW

NT

QLD

SA

TAS

Intercept Jurisdiction

Select all

ACT

NSW

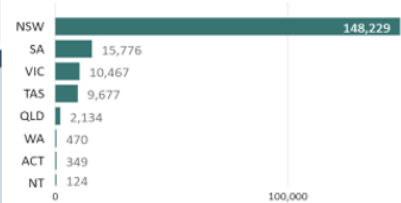
NT

QLD

SA

ACN	ABN	Operator Type	Registered Operator Name	Registered Jurisdiction	Intercept Jurisdiction	Intercept Count
		Organisation		NSW	NSW	2,732
		Organisation		NSW	NSW	910
		Organisation		NSW	NSW	861
		Organisation		NSW	NSW	775
		Organisation		NSW	NSW	694
		Organisation		NSW	NSW	666
Total						187,226

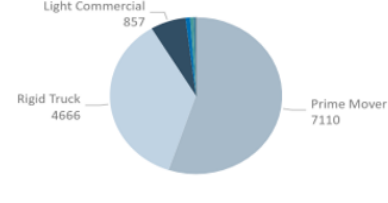
Intercepts by Jurisdiction



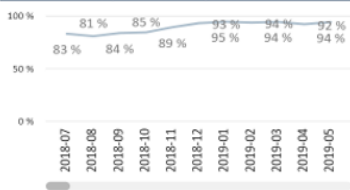
Average Intercepts Duration by Jurisdiction



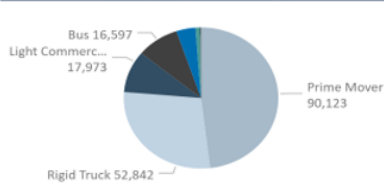
Intercepts with Offence by Vehicle Category



Compliance Rate by YYYY-MM



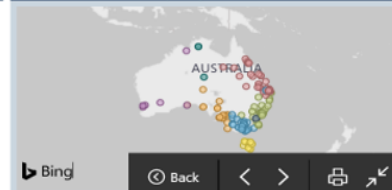
Intercepts by Vehicle Category



Average Intercepts Duration by Vehicle Category



Number of Intercepts by Location and Jurisdiction



Borderless enforcement



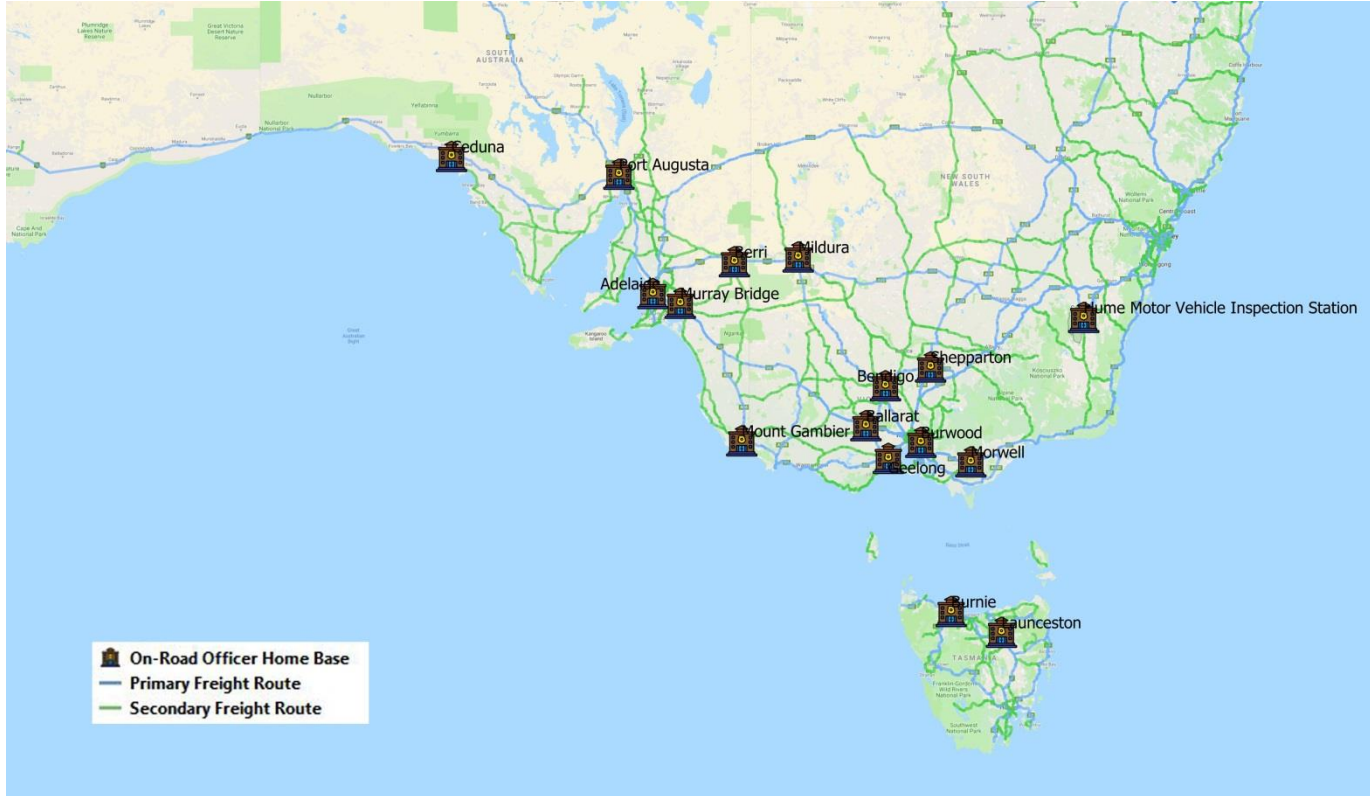
The NHVR is not constrained by state borders.

There are currently some areas of individual states that we are unable to cover due to time and distance.

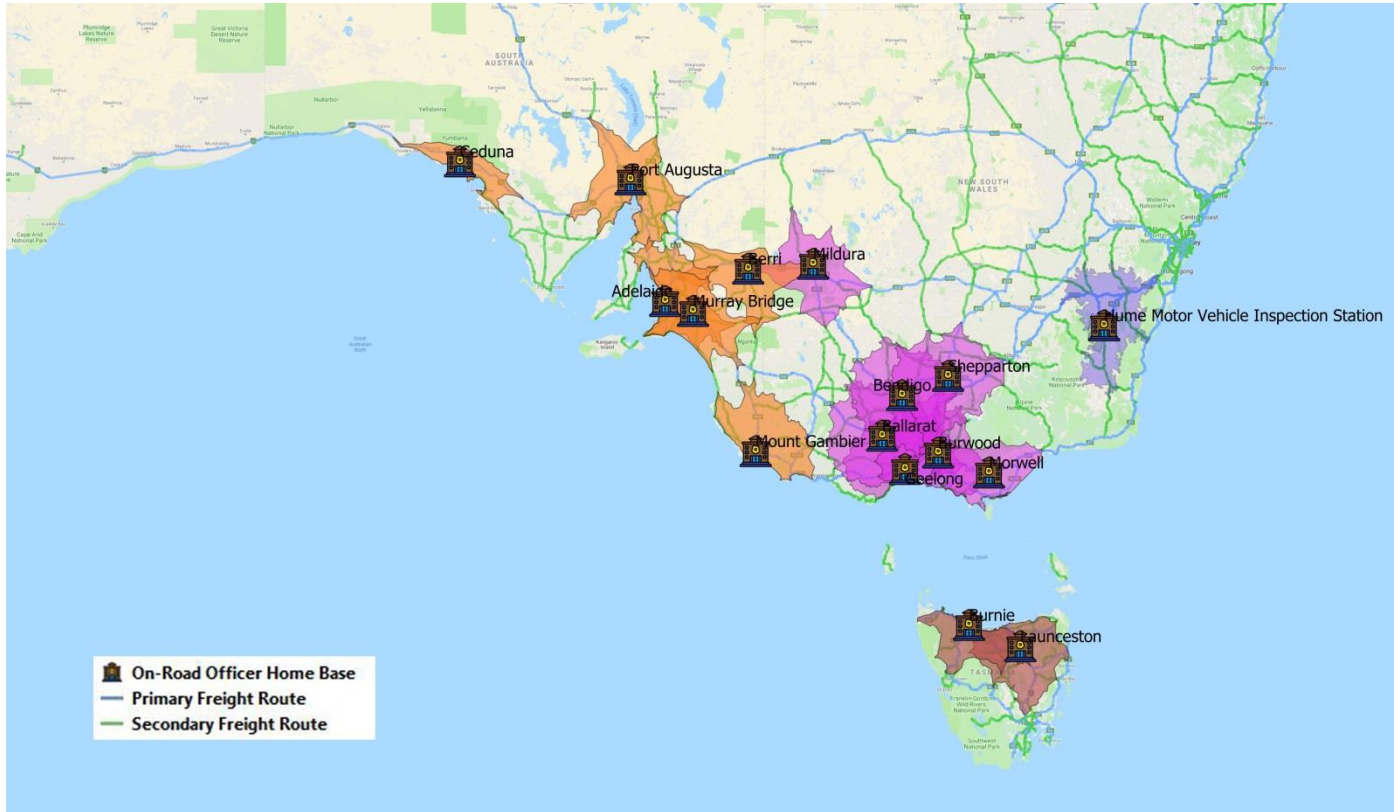
With borderless zones of operations there will be the opportunity for Inspectors across the NHVR workforce to assist with covering these areas and vice versa.

This means our Officers will no longer be restricted by borders when undertaking heavy vehicle compliance activities.

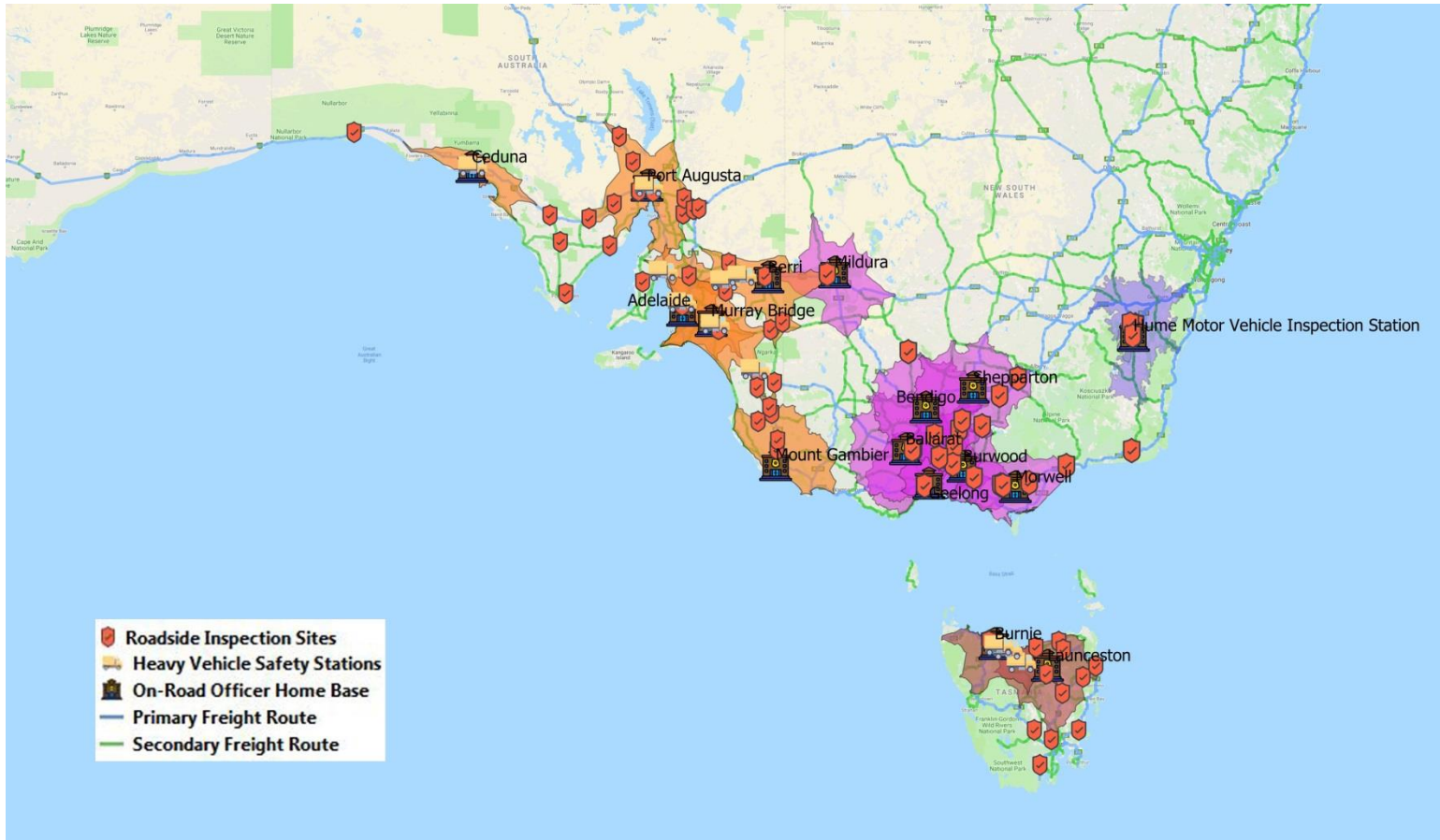
Safety and compliance - home bases



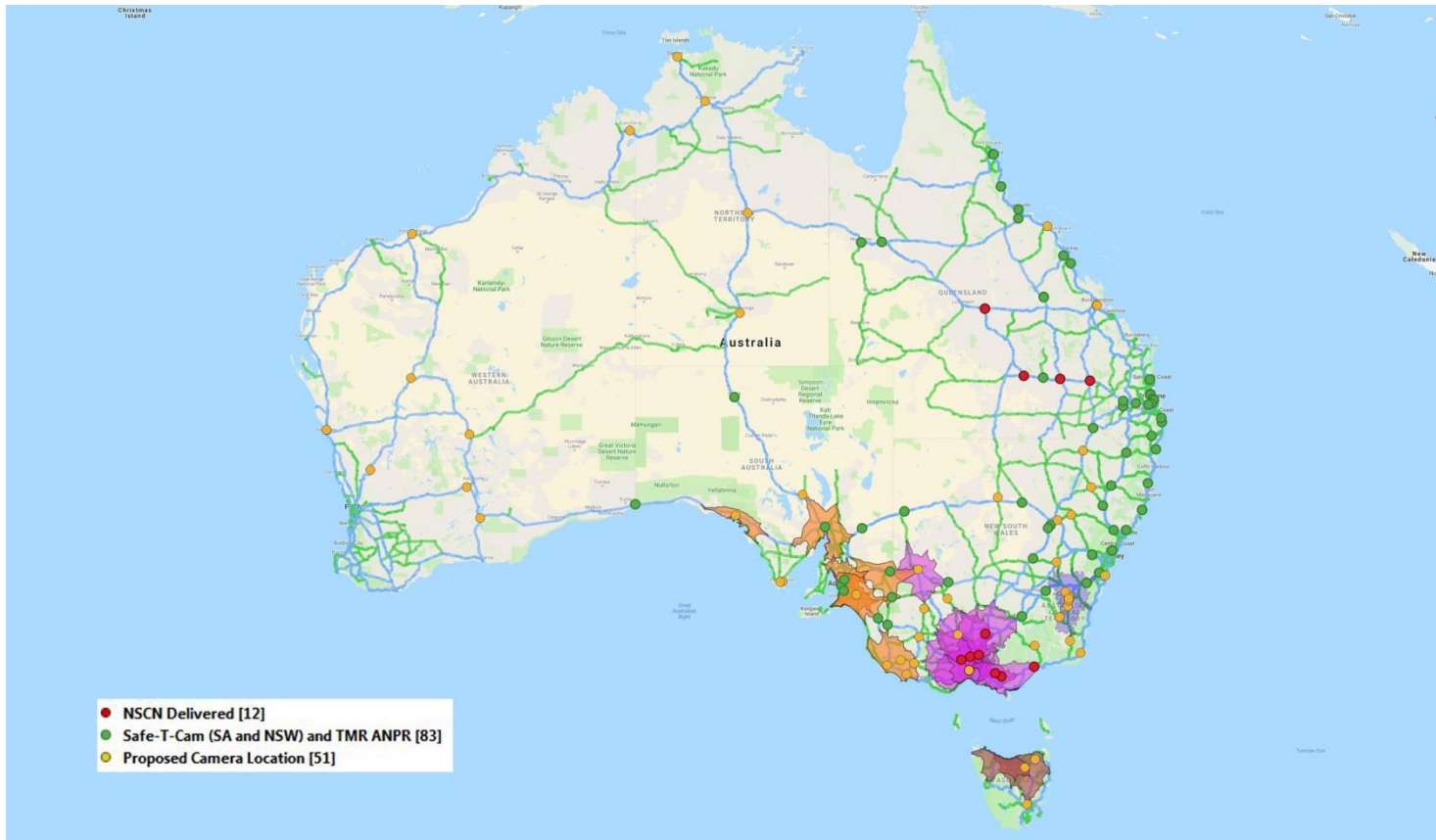
State-based operations – within two hours



A national view – the future state



A national view – linking the future





Cost of non-compliance

- Average national intercept times
 - compliant intercept – 13:52 mins
 - non-compliant intercept – 25:40 mins
- What does a 12-minute saving per intercept mean for productivity?
- What does a 14-minute saving due to better targeting mean for productivity?
- Can Industry really afford to not have a compliant fleet?

A Focus on Fatigue Management

The rate of crashes due to fatigue has improved but been stable since the laws were reformed in 2008.

Why Fatigue Safety continues to be a challenge...

Fatigue safety performance has improved in heavy vehicle operations with the rate of crashes caused by driver fatigue dropping from 1-in-4 before 2008 to 1-in-9 after 2008.

BUT... Between 2009 and 2017 the trend rate for Australia has been stable at or about 11%.

Significant compliance focus within the heavy vehicle industry where compliant activities may be unsafe and non-compliant activities may be safe

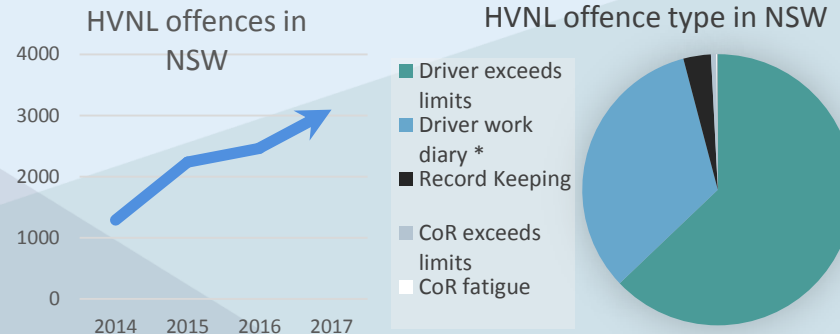
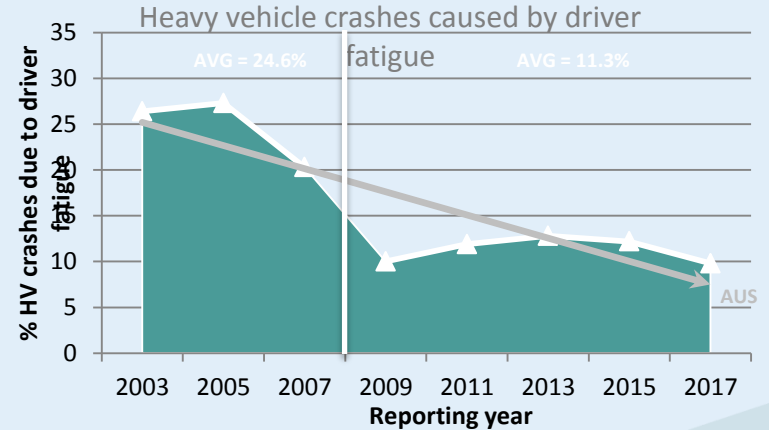
WHY... Increasing offences being detected

Focus on exceeding limits and work diary offences

No enforcement of fatigue impairment

Freight growth forecasts for 2030 will lead to demand for 50,000 new prime movers – How many drivers?

Statistics...



Facilitate innovative safety practices | Fatigue Monitoring Trial

- The Deputy Prime Minister announced the NHVR would provide \$250,000 funding for Fatigue Monitoring Trial at the Fatigue Safety Forum in October 2018.
- Phase one – desktop review of available technology
 - interim report released to public in May 2019
- Phase two – qualitative review of current use
 - consortium of HGH Consulting and Central Queensland University appointed April 2019
 - Interviews with 85 users and other stakeholders

What is the NHVR going to do next...

- Phase three – on-road trial of fatigue monitoring technology
- Phase four – development of independent “how to” guide for operators



FORUM ATTENDEES Front row: Ken Leacy, Louise de Plater, Peter Elliot, Nola Bransgrove, Mitchell Booth, Paul, Tim Heron. Middle row: Michael Apps, Andrew Higginson, Melissa Weller, Austin Vella, Jim Pearson, Ron Finemore, Peter Garske, Aaron Johnstone, Carolyn Walsh, Julia Collins, Louise Bilato, Matthew Squire, Craig Guthrie. Back row: Mat Munro, Graeme Nicholson, Robert Cavanagh, Gordon MacKinnlay, Mick McCulloch, Tony Hopkins, Geoff Crouch, David Simon, Cam Dumesny, Paul Davies, Paul Felsovary, David Clark, David Smith. Not present for the photo: Chris Melham, Kathy Rankin, Mandi Mees.

Reduce regulatory burden | Introduction of EWDs

The NHVR has introduced the *EWD Policy Framework and Standards* as a voluntary replacement for written work diaries



What the NHVR has done to make this happen...

- Approved and published *EWD Policy Framework and Standards* in June 2018
- Implemented training package for authorised officers
- Published factsheets
- Sent application kit to 62 technology providers
- Received three applications, with additional three expected by end of October 2019.

What is the NHVR going to do next...

- Waive application fee for 2019-2020 financial year
- Provide ongoing support to applicants and technology providers to assist them to meet the standards

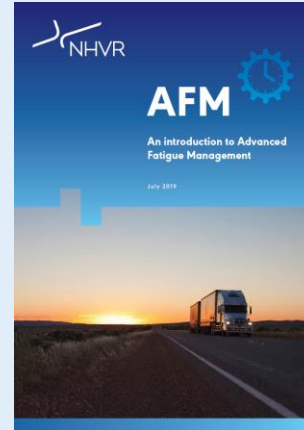
Improve access to flexibility | Enhancements to AFM

What the NHVR has done to make this happen...

- Educational and promotional videos on flexibility available through AFM accreditation
- Focus group with AFM operators on the application process
- Sponsored industry led workshops on AFM
- Published new guides on AFM and work and rest options
- Developed a new fatigue risk assessment tool on the NHVR website

What is the NHVR going to do next...

- Workshop with industry to open AFM access to drivers and owner-drivers
- Develop additional guides and templates for general freight
- Developing exemption notices to reduce perceived barriers



Heavy Vehicle National Law – productivity vs safety?

✓ Safety

- Flexible work & rest hours
- Consistent compliance standards
- Incentives for technology

✓ Productivity

- Harmonised access & policies
- Efficient vehicles
- Incentives for technology



Heavy Vehicle National Law – future



- ✓ HVNL 2.0
 - Outcome driven
 - Performance standards
 - Less prescriptive where appropriate

- ✓ National & consistent C&E
 - Data driven intelligence
 - Data driven access
 - Risk based approach

- ✓ Transition of State based services

- ✓ Greater use of emerging technology





Thank you

For more information -
Phone - 1300 MYNHVR
Email - info@nhvr.gov.au
Web - www.nhvr.gov.au

