



# Engagement with the NHVR

*2019 BIC National Conference*

19 November 2019



# What is the NHVR's purpose?

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## 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.

# Heavy Vehicle – Regulatory Environment - 2019

Pre-2014



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

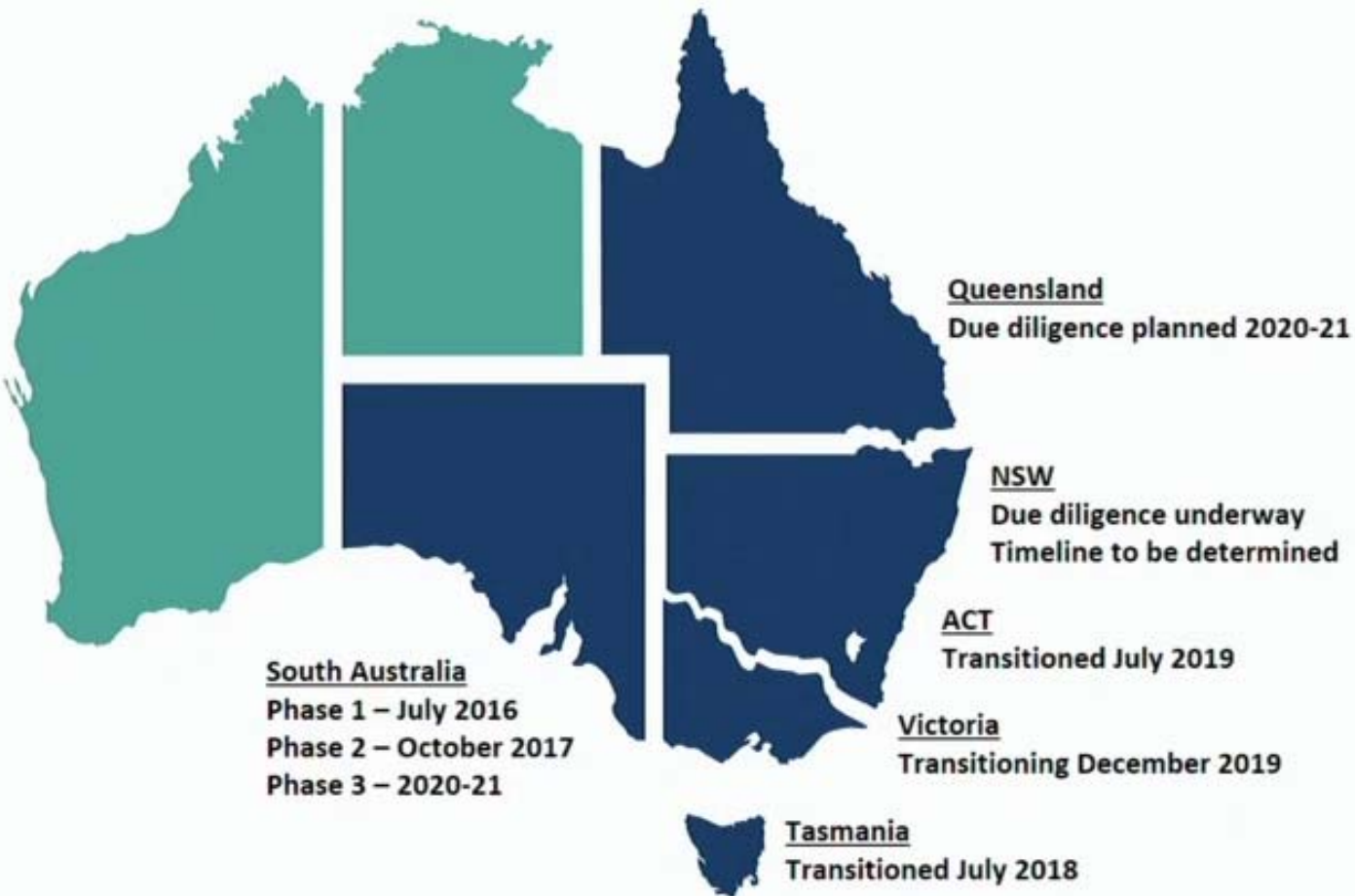
Today



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



# 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



## National camera sightings



## National offences types





# National compliance rate



# Borderless enforcement

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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.



## 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?



# 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

# National Heavy Vehicle Accreditation Review

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- Heavy Vehicle Accreditation Working Group established to address the recommendations of the National Heavy Vehicle Accreditation Review.
- Bus Industry Council - member of Working Group.
- Led by NHVR and tasked with informing possible new accreditation framework.
- Working Group has considered how bus operations could form part of a single national accreditation framework to reduce duplication.
- November Transport Industry Council meeting to note Working Group progress to date.



## Fatigue Safety Forum – overview

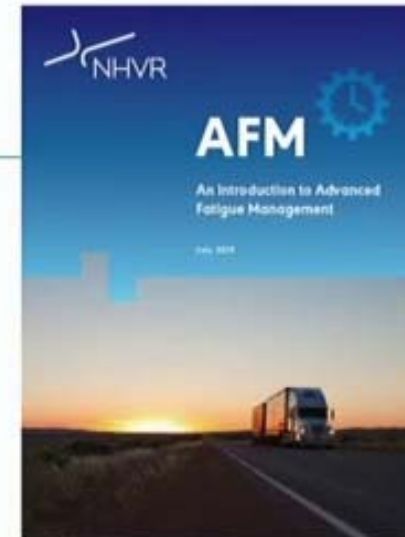
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- The NHVR's Fatigue Safety Forums were held in Oct 2018 and July 2019
- Brought together over 35 key industry stakeholders, including bus industry representatives.
- The focus was on developing an industry consensus on
  - the changes needed in relation to fatigue regulation for more effective laws and better safety outcomes
  - how we go about delivering the changes identified
- Building a Fatigue Safety Strategy to deliver improved regulatory framework for fatigue management



# Fatigue reform

- Two prong approach to fatigue reform – current, the HVNL review and beyond
- Currently
  - Multiple bus operators are accredited in AFM, covering long distance, mining contracts, tourism and passenger transport
  - Conducting the Fatigue Monitoring Trial
- Future access to AFM
  - Introduced new guides, enhanced AFM tools and support
  - Working with the QTA to review bus specific information
  - Sponsoring QTA fatigue flexibility workshops.



Advanced Fatigue Management (AFM) is the most flexible work and rest hour system available. This flexibility may include stabilising hours that:

- reduce driver stress
- are optimised for certain routes or
- make rest more efficient

This booklet provides useful examples of how operators have made use of the flexibility offered by AFM.

These scenarios may not be applicable to all operators and drivers, and you should consider your individual circumstances when developing your own arrangements.

## Fatigue Risk Assessment Tool



Operator: Peace of mind hours  
Schedule: AFM Schedule

Fatigue Management contact:  
P: 07 3339 6158  
E: fatigue.management@nhvr.gov.au

Navigation	Principle	Raw Data	Risk Score
Help	1 - Reduce time spent continuously working in the work opportunity (WO) Calculate the percentage of time spent resting within your work opportunity Enter the maximum length of the work opportunity Enter the minimum length of all work related rest breaks (Enter in hours eg 25mins = 0.25hr)	2 0 N/A	N/A
Definitions	2 - The more frequent breaks from driving the better Enter the maximum amount of continuous driving time (hours) between rest breaks in any shift		
Explanation	3 - Ensure an adequate sleep opportunity (SO) in order to obtain sufficient sleep Enter the length of the shortest sleep opportunity		
Safety Case Table	4 - Maximise adequate night rest Calculate the percentage of sleep opportunities that include night rest Enter the number of sleep opportunities over a roster period Enter the minimum number of these sleep opportunities that include the period between 00:00 to		
	5 - Minimise shifts ending between 00:00 to 06:00 Calculate the percentage of work opportunities that finish between 00:00 to 06:00 Enter the number of work opportunities over a roster period Enter the number of these work opportunities that end between 00:00 to 06:00		
	6 - Minimise extended shifts Enter the maximum number of hours between sleep opportunities	10	Please check
	7 - Prevent accumulation of fatigue with Reset rest breaks Enter the maximum number of days between Reset rest breaks		
Clear All	Safety Case required? <b>No</b>		

# Fatigue reform – HVNL Review goals and input

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- The current law is overly prescriptive
- What is compliant is not necessarily safe and not compliant can be safe
- The goal of our HVNL input and fatigue strategies is to reverse the status quo and make fatigue risk management the default option.





# Bus design standards and safety initiatives

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- ADR58 Working Group – working with DITCRD to finalise a modern consolidated ADR for buses
- Excellence in vehicle design and construction
- Heavy Vehicle Safety Initiatives include:
  - National school bus signage standard
  - Bus emergency evacuation procedure.



## Eligible three-axle bus

- Commencing 10 December 2019
- New category of bus and associated mass limits will ensure productivity levels are maintained while improving the safety of commercial passenger vehicles
- Eligible 3-axle buses are equipped with anti-lock braking and vehicle stability safety features
- NHVR information sheet available at [www.nhvr.gov.au](http://www.nhvr.gov.au)

	Maximum Limit (tonnes)
Steer axle	6.5
Drive axle	15.5
Gross Vehicle Mass	22.0

