



## Message from the CEO

Welcome to the second edition of *On the Road*.

I'm pleased to announce that after extensive consultation, our new *Industry Codes of Practice Guidelines* have been released. I look forward to continuing to work with the heavy vehicle industry to develop safety systems based on these Guidelines.

The development of new Codes will require changes to the six existing industry codes, which will continue to be used until January 2018 or until replaced by a new *Registered Industry Code of Practice*.

The NHVR will provide a number of tools and staff to support code developers during the transition. I'm also pleased to be able to provide some financial assistance, with the support of the Federal Government, to offset some costs associated with the development and assessment process.

I'm confident that the different sectors of the heavy vehicle industry will now be able to develop a set of Codes specific to their needs.

This is another important step forward for heavy vehicle safety in Australia.

Regards  
**Sal Petrocchio**

## Industry welcomes new Registered Codes of Practice Guidelines

***Guidelines for Preparing and Registering Industry Codes of Practice* have been released following comprehensive consultation with industry.**

The NHVR's Manager Chain of Responsibility, Michael Crellin said the new Guidelines would provide support for the heavy vehicle industry to proactively risk manage their Heavy Vehicle National Law (HVNL) obligations.

"A Registered Industry Code of Practice (RICP) will provide standards for organisations across the heavy vehicle supply chain on what safety controls to incorporate into their operations," Mr Crellin said.

"These Guidelines will provide direction on what an RICP should contain, how it must be prepared and proposed systems for addressing safety.

"Businesses adopting RICPs will be able to better meet their HVNL obligations, and enhance safety by addressing risks specific to their industry and operating environment.

Adopters of the RICP can be an individual, group or corporation that uses an RICP to develop a Risk Management Process for their specific operating environment.

Mr Crellin said RICP adopters have the opportunity to significantly reduce the risk of breaching the HVNL, damaging property or harming people by taking proactive, preventative steps.

"Adopting an RICP assures the community and NHVR that adopters are managing their unique risks autonomously," he said. "Codes of Practice will ultimately provide a safer and more accountable heavy vehicle industry."

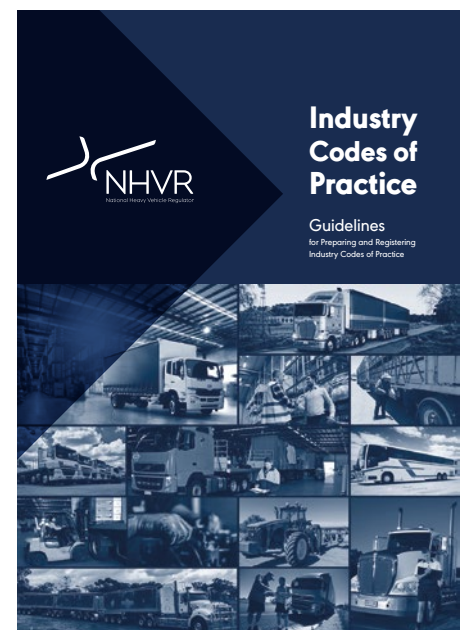
Today's release of the Guidelines includes templates and checklists to support developers of the Codes.

The NHVR will partner with developers throughout the process of RICPs with a dedicated team member providing support throughout the development process.

The NHVR has allocated \$350,000, with the support of the Federal Government, to assist developers in offsetting some of the costs associated with the development, assessment and registration of an RICP.

[More information on RICP funding assistance can be found here.](#)

For general information on *Codes of Practice Guidelines* [click here.](#)



## Industry Engagement

If operators have an access, safety or productivity issue they would like to raise the NHVR will be out and about at several industry events and locations during 2017.

Industry Engagement Manager, John Gilbert (pictured) encourages operators to meet the NHVR and discuss local issues at upcoming industry events.

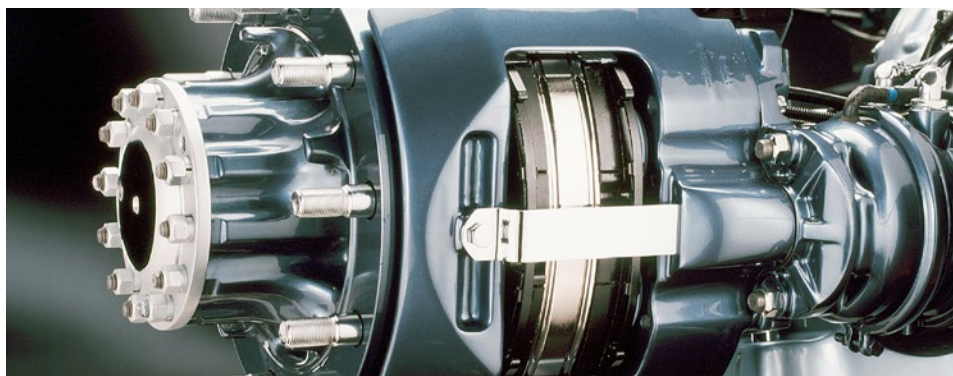
“Working together with industry groups, local governments and our jurisdictional partners we achieved significant gains last year, improving the productivity and safety of the freight tasks across Australia,” John said.

“We intend to do the same this year with the rollout of the Road Manager Portal that will also involve our team,” he added.

“The NHVR will also team up with peak industry bodies who are running seminars around the country to cover upcoming changes to Chain of Responsibility laws.

“Check out the dates and locations listed below and if you wish to speak to one of our teams when we are in your area please call and organise a meeting.

Contact the NHVR on 07 3309 8576 or through [www.nhvr.gov.au](http://www.nhvr.gov.au), or come and speak to us at one of the below events.



## Further extension to NSW brake testing transition period

**The NHVR and Road and Maritime Services (RMS) will further extend the current brake testing transition arrangements in NSW until June 30.**

NHVR Safety Director, Daniel Elkins (pictured) said the NHVR and RMS will jointly determine the best approach to achieve consistency for brake testing based on the requirements in the *National Heavy Vehicle Inspection Manual*.

“We’re reviewing brake test results collected by RMS and industry to decide the most appropriate way to test types of trailer brakes,” Mr Elkins said.

“We need to better understand why some types of trailers are not able to meet the brake performance standard. It is appropriate that we extend the current transition period in NSW to June 30.”

The initial transition period in NSW allowed heavy vehicles that achieved a brake test result greater than 3kN/t, but less than 4.5kN/t, to be given an official warning on

first time detection. RMS has agreed that during the transition they will continue to issue warnings for non-conformity to the brake performance standard.

“The NHVR encourages operators to maintain their vehicles and take steps to ensure they exceed the standards in the *National Heavy Vehicle Inspection Manual*, which was implemented in NSW on July 1 last year,” Mr Elkins said.

The *National Heavy Vehicle Inspection Manual* provides a nationally consistent approach to assessing compliance to the vehicle standards across participating states and territories.

This is just one of a number of safety initiatives by the NHVR to minimise harm to property, heavy vehicle drivers and other road users.



## NHVR 2017 Meetings and Events Calendar

DATE	EVENT TITLE	LOCATION
3 Feb	Southern Mallee Regional Transport Group meeting	Wimmera
7 Feb	Regional Road Transport Group	Cairns
10 Feb	Regional Road Transport Group	Mt Isa
15 Feb	Heavy Vehicle Workshop	Warwick
16-18 Feb	LRTAQ & ALRTA Combined National Conference (incl The Mack Truck Australia Bull Carter’s Ball)	Toowoomba
17 Feb	NatRoad Regional Trucking Summit	Dubbo
23 Feb	Wide Bay Burnett Regional Org of Councils	Biggenden
28 Feb	Bus Industry Confederation (BIC) Meeting	Canberra
1 March	Regional Road Transport Group	Barcaldine (possibly Longreach)
8 March	Queensland Trucking Association (QTA) International Women’s Day Breakfast	Brisbane
7-9 March	Australian Logistics Council Forum	Melbourne
17 March	NatRoad Regional Trucking Summit	Toowoomba
22 March	Queensland Trucking Association (QTA) International Women’s Day Breakfast	Townsville

Register now for the free NatRoad Regional Trucking summits. Open to all industry operators, hear firsthand from the National Heavy Vehicle Regulator about the Chain of Responsibility. NatRoad will present the latest on industrial relations changes; enforcement policy in your state and how to improve compliance. For more information visit: [www.natroadsummit.com](http://www.natroadsummit.com)

## Notices

### Queensland Class 1 Agricultural Vehicle (Bundaberg Region 5.0m wide) Dimension Exemption Notice 2017 (No. 1)

- This is an extension of the current Notice of the same name that has been in operation since August 2015.
- The Notice provides dimension exemptions for agricultural vehicles operating on minor roads in the Bundaberg region.

### Extension of Victorian Silage Trailer Dimension Exemption

- The Victorian Exemption in Relation to Silage Trailers originally made under the Road Safety Act 1986 (Vic) is due to expire on 31 January 2017.
- To allow the continued operation of this notice, the operational period will be extended for a further twelve months.
- There are no further amendments to the exemption.