



Message from the CEO

Welcome to this fortnight's issue of On the Road.

The recent Trucking Australia 2017 Conference in Darwin was another well-organised event and a great opportunity to catch up with industry and exchange views.

It's pleasing to see the heavy vehicle industry discussing and developing plans to tackle important issues.

As the Regulator, one of the important issues is safety and the development of Registered Industry Codes of Practice. I welcome the move by the Australian Trucking Association and Australian Logistics Council to develop a Master Code, to support the various industry sectors.

A Master Code will establish standards and protocols for organisations across the heavy vehicle supply chain on how to comply with the requirements and obligations under the law. Businesses that adopt a new Code will also significantly reduce their risk of breaching the Heavy Vehicle National Law.

The six existing industry codes, which vary between industry sectors and states, will continue to be used until January 2018 or until replaced by a new code.

Regards
Sal Petrocchio
CEO, National Heavy Vehicle Regulator

Roller brake testing transition extended until September 29

The NHVR and NSW Road and Maritime Services have agreed to extend the current brake testing transition arrangements in NSW until September 29, 2017.

NHVR Director Safety Daniel Elkins said the recommendation for a detailed procedure for conducting a roller brake test was made by the NHVR's Technical Working Group.

"We now have a better understanding why some heavy vehicles deliver different results and how that relates to the test procedure being used," Daniel said.

"We've agreed to develop and publish a National Roller Brake Test Procedure in the coming months.

"The issue of roller brake testing underwent an extensive examination by the NHVR's Technical Working Group members, including the Commercial Vehicle Industry Association Australia, Truck Industry Council, Heavy Vehicle Industry Australia, Australian Trucking Association and other subject matter experts," added Daniel.

During the transition period in NSW, heavy vehicles that achieved a brake test result greater than 3kN/t, but less than 4.4kN/t will be given an official warning on first time detection.

The current transition period was due to end on June 30.



NHVR at local Truckie Toolbox Talks

NHVR staff were on hand at their pop up booth to answer questions and concerns at Queensland's Department of Transport and Main Roads' Truckie Toolbox Talks at the Gatton rest area recently.

NHVR's Stakeholder Engagement Specialist Callum Fraser said the NHVR is always trying new ways to reach the driver at the "coal face" of the transport industry.

"When TMR invited us to be part of their Truckie Toolbox Talks at the Gatton rest area, we were happy to partner with them," Callum said.

"Along with WHS Qld, Energex/Ergon and QPS, my colleague Tim Hansen and I set up our gazebo and got down to work, listening to truckies' concerns, their priorities and their impression of the work the Regulator is doing.

"Fatigue and work diaries were the number one topic of conversation throughout the day, as well as a healthy interest in the changes to CoR and the work being done on the National Compliance Information System.



NHVR stakeholder specialist Tim Hansen clarifying work diary requirements with a long haul driver

"Having the chance to speak face to face with drivers and listen to their concerns in an informal setting such as this has really paid off," he added.

TMR intends to hold more Truckie Toolbox Talks in the future so keep an eye out for upcoming locations.

"We've come away with a much better understanding of our customers' concerns and the issues that are affecting them," he added

If you have an issue you would like to raise with the NHVR visit www.nhvr.gov.au/contact-us

Notices and updates

On June 30, nine Queensland notices expired and were replaced with new notices having an operational period of five years. These notices included important key concessions for Queensland industry that have been in place for many years. This current round of renewals will carry those concessions forward for five years in order to provide certainty for industry, road users and road managers into the future. The notices can all be found [here](#).

These notices are below.

- Queensland Class 3 Heavy Vehicle (Port of Brisbane Mass Management Scheme) Mass Exemption Notice 2017
- Queensland Class 3 Heavy Vehicle (Brisbane City Council CCTV) Dimension Exemption Notice 2017
- Queensland Class 3 Tandem Drive Axle (Cane Haulout Truck) Flotation Tyres Mass Exemption Notice 2017
- Queensland Class 1 Comb Trailer Dimension Exemption Notice 2017
- Queensland Class 1 Heavy Vehicles (Cotton Harvester) Mass and Dimension Exemption Notice 2017
- Queensland Class 1 & Class 3 Agricultural Machines and Cane Bins Flotation Tyres Mass Exemption Notice 2017
- Queensland Class 1 Heavy Vehicle (Load Carrying) Mass and Dimension Exemption Notice 2017
- Queensland Class 2 Road Train (Burke Development Road) Authorisation Notice 2017

These notices have all been extended in the same terms, and operators may consider them to be business as usual, except for the minor changes listed below.

A new Queensland Class 2 Road Train (Burke Development Road) Authorisation Notice 2017 to replace the expiring Class Permit No. 002-TH-12 regarding access to the Burke Development road for Type 2 road trains. This includes a new Notice drafted in HVNL terms, and also an information sheet. The new notice preserves all of the conditions of the previous Class Permit.

The Queensland Class 1 Heavy Vehicle (Load Carrying) Mass and Dimension Exemption Notice 2017 will be amended to remove Part 2, which is already covered by the HVNL and other exemptions.

The Queensland Class 1 Heavy Vehicles (Cotton Harvester) Mass and Dimension Exemption Notice 2017 has been amended to include two new types of harvester.



Trucking industry advocate, Rod Hannifey, with NHVR staff. L-R Callum Fraser, Rod, Tim Hansen and Warwick Norton.

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