



## Message from the CEO

Welcome to this edition of On the Road.

It was a pleasure last week to attend the Local Government Association of Queensland's Bush Councils Convention at Charters Towers in north Queensland.

With 'Connectivity' as the theme, it was a great opportunity to be involved in discussions on the challenges and opportunities across Australia's rural and remote communities.

Opening up access on key freight networks is central to this theme. The NHVR has written agreements in place with Local Government Associations in Queensland and South Australia specifically about working with councils to open up the road network.

We also work closely with peak associations and regional groups in other states.

Providing local governments with the information to make informed decisions and reducing the need for permits will ultimately lead to greater productivity across the country.

As our new NHVR Portal - Road Manager Module rolls out in the coming weeks, the job of granting access in regional areas will become streamlined. This is a great outcome for the heavy vehicle industry.

Regards Sal Petrocchio  
CEO, National Heavy Vehicle Regulator

## Bus safety initiatives get green light

NHVR recently signed an agreement with the Bus Industry Confederation (BIC) on two important bus safety initiatives.

NHVR's Executive Director, Strategy & Stakeholder Relations Tanya McDonald said the NHVR, with the support of the Federal Government would provide \$100,000 to fund development of a Bus Fire Evacuation Protocol and Advisory project, and a Standard School Bus Light System project.

"Both of these initiatives were assessed against strict criteria including the degree to which they were implementable, their potential benefits, evidence-based potential outcomes and geographic location," Tanya said.

"The bus fire evacuation protocol and associated training package will be used

to train bus drivers on reducing the risks associated with bus fires.

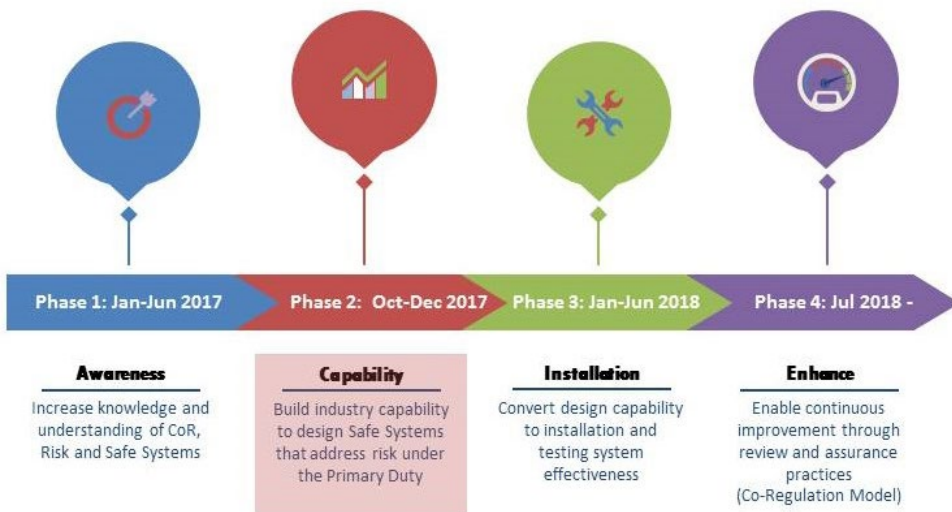
"It's based on research into national and internal protocols for bus evacuation and emergency responses.

"The standard school bus light systems project involves a review of current standards and specifications for school bus lights including in-bus activation switches and visible and audible indicators, as well as signage across the country.

"Possible improvements and system enhancements will be identified with a focus on reducing or removing inconsistencies that may be impacting on safety.

These projects are funded under the NHVR's Heavy Vehicle Safety Initiative.





# Next phase of CoR information from Oct

The second phase of the NHVR's Chain of Responsibility education program will kick off in October with 26 forums across Australia.

NHVR Chain of Responsibility Manager Michael Crellin said the forums would build on the awareness sessions for industry conducted earlier this year.

"This is a four-phase process to support the changes to CoR coming in mid 2018," Michael said. "We had great engagement during the first phase. We've worked our way through the feedback and are currently developing materials to provide practical help for industry."

"The materials will provide users with information to identify risks relevant to their operations and install systems that meet the requirements of the law and improve safety."

The NHVR's sessions explain heavy vehicle and national workplace safety laws, and make it easier for duty holders to understand and assess their risks, and know whether they are complying with the law.

Through the replacement of existing prescriptive obligations, the whole transport industry can benefit from a reduction of red tape and better apply risk management processes to focus on safety outcomes.

"The new Chain of Responsibility laws make heavy vehicle safety everyone's responsibility," Michael said.

"I would urge all businesses to use the time between now and when the new reforms come into effect in mid-2018 to make the effort to prepare for the changes."

## Pilots and/or escort requirements in QLD under Form 4

Operators of oversize heavy vehicles running under Form 4 "Guideline for Excess Dimension Vehicles" in Queensland must comply with the pilot and/or escorts requirements listed in this guideline.

Please note that Letters of No Objection (LONOs) are no longer required.

Permits are required for width over 4.5m when operating on critical roads and roads in critical areas.

Permits will include pilot and escort requirements as determined by QPS.



## Truck talks at Casino show

The NHVR was well represented at the recent Casino Truck Show, with its marquee in the main street attracting attention.

NHVR Stakeholder Specialist Tim Hansen said the show attracted 3000 people.

"The new marquee provided a great location from which to talk with operators and drivers about their concerns and answer questions," Tim said. "You can expect to find us at many up-coming events, including roadside Truckie Toolbox sessions."

## User-friendly chart displays vehicle classes

After the great industry response to the new Heavy Vehicle Configuration chart published earlier this month, the NHVR has released a second chart, 'Classes of Heavy Vehicles in the Heavy Vehicle National Law'.

Access Manager Roger Garcia said the new chart provides an easy way to represent which vehicle types fit within each heavy vehicle class.

"The new chart offers a visual overview of the common heavy vehicles that fall into Class 1, Class 2 and Class 3 as defined under the *Heavy Vehicle National Law (HVNL)*," Roger said.

"It will provide industry with a clear understanding of what class their heavy vehicle belongs to when applying for an access permit, or when operating under a notice."

"For instance, pick and carry cranes commonly fall under the Class 1 heavy vehicle category, and this can be easily determined from our new easy to read chart."

The new fact sheet illustrates some common examples from the three different classes of heavy vehicles. A comprehensive description of heavy vehicle classes is provided in section 116 of the HVNL for class 1 and 3 heavy vehicles and section 136 of the HVNL for class 2 heavy vehicles.

The original 'Common Heavy Freight Vehicle Configuration' chart provides industry with the allowable mass and dimension requirements prescribed by Heavy Vehicle (Mass, Dimension and Loading) Regulation.

[Click here to access the chart.](#)

