



Message from the CEO

Welcome to this fortnight's edition of *On the Road*.

I had the pleasure recently of attending a truckie toolbox session at Goondiwindi.

I was impressed with the openness and directness of the drivers who took the time to stop for a chat.

In fact, after having the chance to get such direct feedback, I'm committed to attending more of these sessions around the country in the future.

There was plenty of discussion on managing fatigue, access permits and changes to Chain of Responsibility laws.

Open and honest dialogue between industry members and the NHVR - and hearing first hand about issues and concerns is going to enable us to provide a better and more tailored service to our customers.

The session went well into the night with over 50 drivers taking the time to stop. Many drivers indicated they were keen to see more of these informal opportunities to exchange ideas.

Thanks also to representatives from Queensland Transport & Main Roads, NSW Roads & Maritime Services and Queensland Police who were also there on the night.

It was also great to partner with BP again. We appreciate their ongoing support.

Regards, Sal Petrocchio
CEO, National Heavy Vehicle Regulator

NHVR and key industry groups progress Master Code of Practice

The successful delivery of a new heavy industry Master Code of Practice that addresses the safety challenges faced by the sector will be due to the extensive input provided by industry, according to NHVR's Senior Advisor Codes of Practice Aaron Moeller.

The Master Code will provide consistent, risk-based approaches to identifying, assessing and mitigating risks to assist parties in the Chain of Responsibility (CoR) to improve safety and compliance with the Heavy Vehicle National Law (HVNL). Its development is a joint effort between the NHVR, Australian Logistics Council (ALC) and Australian Trucking Association (ATA), with the federal government providing funding support through the Heavy Vehicle Safety Initiative.

Since the announcement of the development of the code in May 2017, extensive industry engagement has occurred. The ALC's September 2017 Supply Chain Safety & Compliance Summit included interactive workshops that provided industry representatives with an early opportunity to directly influence the shape of the Master

Code. These initial discussions were followed by sessions with various industry representatives to help refine content.

"Just recently, I travelled to Melbourne and joined code developer Peter Elliot for discussions with the Victorian Transport Association, Crane Industry Council of Australia, Chemistry Australia and Australia New Zealand Industrial Gas Association," Aaron said.

"This followed additional consultations that occurred during the second half of 2017 with a wide range of industry and government representatives.

"Gathering this valuable industry insight will help ensure the Master Code achieves its aim of assisting all those with CoR obligations to understand the issues and provides them with a clear pathway for meeting their responsibilities."

The final draft is expected to be submitted to the NHVR for assessment before mid-2018. To find out more contact aaron.moeller@nhvr.gov.au or peter.elliott@austlogistics.com.au.



L-R: Alice Edwards, Technical Project Engineer, CICA, Mike Wood, Managing Director LATUS, NHVR's Aaron Moeller and Peter Elliot, Program Manager, Safety, ALC.

Farmers in the loop for changes to CoR laws

The NHVR has recently received a number of questions from various primary producer groups about the impact of changes to Chain of Responsibility laws coming later this year.

NHVR Operations Manager Paul Simionato said the NHVR's Agricultural Industry Operator Group and two recent information sessions on South Australia's Eyre Peninsula showed that most primary producers understand the important role they play in supporting safe, reliable road transport to all road users, particularly heavy vehicles.

"Many primary producers are already doing the right thing, so new laws may mean simply checking their existing safety systems and having a conversation with their transport providers," says Paul.

"We've had a number of questions recently about the changes and these sessions were another good chance to discuss scenarios and ensure primary producers continue to meet the Chain of Responsibility laws."

Amendments to the CoR laws coming later this year will align the existing laws more closely with workplace health and safety provisions. This means that all parties in the supply chain, including primary producers, must proactively reduce risks related to the safety of transport tasks.

Although the laws will change, they will still only apply to activities that a person or business has responsibility for and could influence.



Some relevant areas of responsibility for a primary producer that contracts a heavy vehicle service may include:

- avoid requests, instructions, requirements or demands that may influence the driver to speed or drive while fatigued – whether written in a contract or made verbally
- ensure stock or loads are ready to load on time so that a driver is not unduly delayed and pressured to speed or exceed fatigue hours
- ensure safe access, while on your property, for the heavy vehicles and advise drivers of any relevant local knowledge
- ensure you consult with your transporter and other parties in the chain when setting timeframes for pick up and delivery.

Importantly primary producers should use operators that provide safe and compliant transport and consult providers to ensure any safety risks are understood and steps are taken to mitigate those risks.

[Read more here.](#)

Portal tip - Permit library

If you need to apply for a renewal or an amendment for any existing permits issued by the NHVR after 25 September 2017, go into the Portal's Permit Library.

First find your permit ID. Tick the box on the permit number and then go to 'Action for 1 item'. Apply for an amendment or renewal to your existing permit.

Round 3 HVSI funding now closed

Heavy Vehicle Safety Initiative Round 3 applications closed on Friday. As with the previous round, there was a significant response from heavy vehicle industry participants and stakeholders, with a high number of applications received and the funding pool oversubscribed.

Assessment will take place in coming months, with successful applicants announced in May.



Road changes for the Commonwealth Games

Transport and Main Roads (TMR) has released details of its transport plan for the upcoming Gold Coast 2018 Commonwealth Games.

As well as the recent implementation of the *Trucks Use Left Lane initiative*, a number of other changes regarding the M1 will take effect from 1 March.

The Queen's Baton Relay will arrive in Queensland on Saturday 3 March and make its way across the state to reach the Gold Coast on Sunday 1 April. If you are on one of the impacted roads, you may have restricted permits and access for a period of time.

For more information visit the Games website at www.getsetforthegames.com

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Briefings on bridge review outcome

The Queensland Department of Transport (TMR) has recently undertaken a detailed review of the structural capacity of bridges on the state-controlled road network. Industry briefings to inform operators and drivers of recent bridge review outcomes and how heavy vehicle access is impacted are being held as follows.

Brisbane Thursday 1 March 2018 Christie Centre, Katana Room, Level 2, 320 Adelaide Street Brisbane
10am-12pm
www.eventbrite.com.au/e/heavy-vehicle-access-and-bridge-review-outcomes-tickets-43382582472

Cairns Friday 2 March 2018 Novotel Cairns Oasis Resort, 122 Lake Street, Cairns
10am-12pm
www.eventbrite.com.au/e/heavy-vehicle-access-and-bridge-review-outcomes-tickets-43415249179