



Message from the CEO

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

What a massive start to the new financial year! During the past fortnight we've launched a number of initiatives designed to benefit the industry such as the confidential reporting line, started consultation on the *draft Master Industry Code of Practice*, transitioned the heavy vehicle safety and compliance functions across Tasmania, as well as informing industry on a raft of changes that came in on 1 July.

To further support industry, we are running an additional 20 Chain of Responsibility info sessions around Australia in August and September. With less than three months to go before amended laws come into effect, I encourage anyone who hasn't been to one of our sessions before to book now.

We also support the Federal Government's announcement to review the issuing of permits for oversize, overmass heavy vehicles. This independent review will ensure a vital sector of the heavy vehicle industry gets full visibility of the permit process and that future improvements for heavy vehicle access can be identified.

Keep warm during the Winter months.

Regards,

Sal Petrocchio

CEO, National Heavy Vehicle Regulator

Two weeks left for feedback on draft Master Code

There are two weeks left to give feedback on a *draft Master Industry Code of Practice* developed by representatives of Australia's heavy vehicle industry.

NHVR Regulatory Compliance Executive Director Tony Kursius said industry feedback was an important part of the NHVR's assessment process.

"We welcome the heavy vehicle industry's efforts, led by the Australian Trucking Association and Australian Logistics Council, to develop a Master Code of Practice which covers general risks relevant to compliance with Australia's Heavy Vehicle National Law," Tony said.

"Once approved and registered, the Master Code will set industry standards to support supply chain parties in meeting their Chain of Responsibility obligations under the law.

"The Master Code will be freely available to all heavy vehicle operators and supply chain parties to assist them in improving their safety and compliance performance and can also be used in court to highlight known risks and control methods.

"That means adopting the risk-based approach of a Registered Industry Code of Practice will improve your ability to comply with safety and legal requirements."

The draft Master Code addresses the management of speed, fatigue, mass, dimension and loading, and vehicle standards, particularly as it relates to the new Chain of Responsibility amendments to the HVNL commencing on 1 October.

It will be assessed by an NHVR appointed panel in accordance with the *Guidelines for*



Photo courtesy of John Rens

Preparing and Registering Industry Codes of Practice, released by the NHVR in 2017.

"I urge anyone who has an interest in heavy vehicle safety to have a look at the draft Industry Master Code and provide any feedback you consider appropriate," Tony said.

Feedback on the draft Master Industry Code of Practice is open until 31 July.

To view the draft code and obtain more information or to provide feedback [click here](#).

NHVR to host additional info sessions on CoR law changes



Photo courtesy of www.midlandind.com.au

Is your business prepared for changes to Chain of Responsibility laws for Australia's heavy vehicle industry which will begin on 1 October?

The NHVR has scheduled a further 20 industry information sessions across the country during August and September to explain the changes to CoR, the impact on your business and how a Safety Management System can help you effectively manage your operation's safety risks.

The NHVR's Chain of Responsibility Manager Kym Farquharson-Jones has been travelling across Australia outlining the

changes to many of the 165,000 businesses which make up the heavy vehicle supply chain.

"These changes are a significant step forward in recognising that everyone in the heavy vehicle supply chain has a role to play in heavy vehicle safety," Kym says.

"Amendments to the CoR laws coming in October will align the existing laws more closely with workplace health and safety provisions.

"This approach is similar to the general duties provisions under existing workplace health and safety laws. The changes to the

law will make it clear that every party in the supply chain has an on-going duty to ensure safe practices."

The NHVR encourages all businesses that make up the heavy vehicle supply chain to ensure they understand their responsibilities and take steps to address safety risks before October 1.

To book a session visit www.nhvr.gov.au/cor

To find out about how to adopt and utilise a Safety Management System to better identify and manage day-to-day safety risks, go to www.nhvr.gov.au/sms

Book a CoR info session

Below are details of the first few forums. To register for a session, or to see the full calendar, [click here](#).

Date	State	Location	Time	Venue and address
2 Aug	QLD	Townsville	1.30-2.30pm	Mecure Townsville, Woolcock Street
14 Aug	VIC	Bendigo	1.30-2.30pm	All Seasons Hotel, Bendigo, 171-183 Mclvor Hwy
15 Aug	VIC	Warragul	1.30-2.30pm	Warragul Club Downtowner, 55-57 Victoria St
15 Aug	NT	Darwin	9.30-10.30am	Rydges 15 Maluka Drive, Darwin

Tasmanian heavy vehicle enforcement transfers to NHVR

The NHVR is now providing heavy vehicle on-road compliance and enforcement services to Tasmania.

The NHVR will provide on-road education and compliance for drivers, operators and heavy vehicles, including mass, dimension, vehicle standards, load restraints, route compliance and driver fatigue. Other services

include investigation and prosecution of offences under the HVNL.

Tasmania's Department of State Growth will continue to deliver escorting OSOM vehicles, passenger transport legislation compliance activities and the Written-off Vehicle Register light vehicle identity inspections.



National Heavy Vehicle Regulator

Portal tip

The difference between a single trip versus a multi-trip permit

For routes taken by vehicles operating under excess mass and/or excess dimension, additional detail relating to the type and number of trips will need to be included in the permit application.

This information will need to be included in permit applications for Class 1 and Class 3, agriculture, and special purpose vehicles. When calculating the number of trips, allow for an individual, single vehicle combination to undertake the journey.

What is a Single trip permit?

The purpose of a single trip permit is to restrict access where the nature of the load or trip is not likely to be replicated by subsequent trips.

What is a Multiple trip permit?

The purpose of a multiple trip permit is to restrict access where the nature of the load or trip is not likely to be replicated beyond a limited number of trips.

To find more information and examples of single and multi-trip permits, [click here](#).



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