



Photo courtesy of Fonterra and Volvo Group



## Message from the CEO

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

The drought continues to be a big issue in the heavy vehicle industry as farmers are often owner-operators of heavy vehicles, or make up an important part of the supply chain contracting the movement of stock, produce and equipment.

I'm pleased that the NHVR has taken steps such as introducing a Notice that allowed heavy vehicles to operate in drought-declared areas nationally, removing the need for up to 6000 consents a year. In addition, we waived the \$73 access fee for heavy vehicle operators moving stock, produce and equipment to and from properties in drought-declared regions. Priority is given to permits labelled 'Drought' or 'Hay' with road managers to ensure heavy vehicle movements can occur as soon as possible.

In the wider scheme of the drought these are small steps, but together add up to easing some of the burden on farmers and operators, while still ensuring safety is not compromised and productivity is maintained.

**Sal Petrocchio**  
CEO, National Heavy Vehicle Regulator

## Survey highlights greater technology up-take

Heavy vehicle manufacturers are taking up safety technology at different rates, according to an NHVR survey.

Earlier this year the NHVR undertook a Vehicle Technology Survey across eight manufacturers and the 16 different brands of trucks they supply.

NHVR Manager Vehicle Safety and Performance Peter Austin said the survey offered an insight into the uptake of safety technology across new heavy vehicles and the technologies operators see emerging across the industry.

"The survey was designed to gain a better understanding of the vehicle safety technologies offered on new heavy vehicles," Peter said.

"The results showed that some safety features are commonly available - such as stability control and lane departure warnings.

"However other features are not readily available such as fatigue monitoring systems and lane keep assist.

"There were also clear differences between

the levels of safety technology offered or available across light, medium and heavy duty vehicles.

According to Peter, the survey highlighted that the majority of safety technologies are still an optional extra rather than being standard equipment. It also showed that there is little consistency across truck brands in relation to safety technology.

The NHVR also sought feedback about barriers manufacturers faced when making heavy vehicles safer.

"It's obvious that some safety technologies have reached the stage where they are standard features across the market, while others are still to be incorporated into many new designs," Peter said.

"The intent of the survey was to inform the NHVR about the current availability of technology across the vehicle market, then with this information formulate policy options that may assist in the uptake of vehicle technologies."





# NHVR to review heavy vehicle safety around NSW saleyards

The NHVR will undertake a review of heavy vehicle safety around saleyards. NHVR Executive Director, Productivity and Safety Geoff Casey said saleyards play a vital role in the economies of regional Australia as well as being a major source of export revenue.

“The NHVR recently met with parties concerned about recent heavy vehicle breaches at saleyards across New South Wales,” Geoff said.

“Issues have arisen in relation to the movement of heavy vehicles operating in excess of their

allowable mass limits around saleyards in Dubbo and Forbes.

“As these events pre-date the changes to Chain of Responsibility laws, the NHVR will conduct a review to determine the most appropriate response to this issue.

“It’s important that we maintain productivity without compromising the safety of other road users and transport workers.

“This review will also be undertaken in conjunction with the supply chain for the livestock sector.”

## Portal tips

### Correct vehicle configurations

When applying for a permit make sure you carefully search the configurations to find the one that best reflects your vehicle. Ensure the information you input, such as length and axle spacing, is accurate so that your permit is processed in a timely manner.

Incorrect information may result in delays in processing your permit, as well as extra costs.

### Forgot your password?

A common question from our Portal customers is ‘Can the NHVR reset my password?’ Unfortunately we can’t reset your password for you.

To reset your password click ‘Forgot your Password?’ on the Portal log on the page and a link will be sent to your associated email address for you to reset your password.

If the email doesn’t appear in your regular inbox, be sure to check your junk mail tab.

## Free industry CoR sessions continue in November

Places are still available for free CoR information sessions during November.

The sessions explain the changes to CoR, what this means for your business and how a Safety Management System can help you manage your operation’s safety risks.

- Brisbane – 15 November
- Melbourne – 20 November
- Sydney – 21 November

For more information or to register for a session visit [www.nhvr.gov.au/cor](http://www.nhvr.gov.au/cor)



## Notices and updates

### South Australia Class 3 Long Prime Mover Combination Exemption Notice 2018

The purpose of this Notice is to provide a length exemption for combinations consisting of a long prime mover and a semi-trailer up to 20m in length.

### National Class 2 Road Train Authorisation Notice 2015 Amendment Notice 2018

This amendment is required to remove an invalid speed condition in the Queensland Schedule of this Notice.



**1800 931 785**  
Heavy Vehicle Confidential Reporting Line

[www.nhvr.gov.au/HVCRL](http://www.nhvr.gov.au/HVCRL)

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