



Image courtesy of Ron Finemore Transport



## Message from the CEO

Welcome to the last edition this year of On the Road.

Looking back it's been a big year for the NHVR. Working closely with the heavy vehicle industry we've delivered significant safety and productivity programs including the introduction of changes to Chain of Responsibility laws, the rollout of Safety Management Systems, the adoption of compliance and permit services from some states, assisting with the development of the Master Code and the expansion of the Portal for operators and road managers, just to mention a few.

We've also seen an increase in the number of permits, approved over 1800 Performance Based Standards combinations (a 28 per cent increase), accredited 7035 operators and taken 53,000 calls from customers.

I'd like to wish everyone a happy holiday and a safe and relaxing Christmas break. While much has been achieved this year, the pace is certainly not slowing down for 2019.

Stay safe on the roads.

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

## Industry-backed Master Code a boost for heavy vehicle safety

A new set of national safety standards and procedures developed by the heavy vehicle industry has been approved by the NHVR.

The new Industry Master Code of Practice, developed by the Australian Trucking Association and Australian Logistics Council, will give clear guidelines for all operators to meet their obligations under the Heavy Vehicle National Law.

NHVR CEO Sal Petrocchio said the Master Code is comprised of four chapters to identify risks and control measures for the key areas of speed, fatigue, vehicle standards, and mass, dimension and loading.

"The code incorporates technical standards and other guidance material such as the load restraint guide and provides examples of risk controls, while making it clear that adopters must develop and adhere to business practices unique to their operations," Mr Petrocchio said.

"Australia's heavy vehicle industry is taking a voluntary lead to further boost safety by developing this Master Code which establishes national standards to manage

heavy vehicle compliance.

"The NHVR has assessed this Code against its guidelines and approved it for industry-wide adoption.

"All parties in the heavy vehicle supply chain will now have the tools they need to conduct a risk assessment on their business," he added.

The Master Code is the culmination of almost 15 months of work beginning at a workshop attended by 20 industry leaders in August last year.

Its development was backed by \$433,000 funding from the NHVR's Heavy Vehicle Safety Initiative, which is supported by the Federal Government.

You can find the Master Code of Practice on the NHVR website at [www.nhvr.gov.au/MasterCode](http://www.nhvr.gov.au/MasterCode).

The Heavy Vehicle Safety Initiative program has provided \$11.61 million over the last three years to deliver 33 heavy vehicle safety projects and programs across Australia.

For more information or to apply for Round 4 funding, visit [www.nhvr.gov.au/hvsi](http://www.nhvr.gov.au/hvsi)



Image courtesy of PACCAR Australia

## Step toward risk-based national compliance activities

Heavy vehicle operators and the broader road transport industry can expect improved targeting of compliance activities by law enforcement agencies as they operate across state borders.

NHVR Director Regulatory Compliance, Tony Martin said the NHVR's final National Compliance and Enforcement Policy included principles on how agencies should tackle high-risk behaviors and non-compliance in the heavy vehicle industry.

"The Heavy Vehicle National Law is enforced by several different agencies across Australia, including Police, transport agencies and the NHVR," Tony said.

"Our transport enforcement agencies directly interact with heavy vehicle drivers and operators more than 320,000 times a year and the NHVR has released a Policy

which outlines how those interactions will be more targeted and risk-based.

"The NHVR already undertakes heavy vehicle compliance activities in South Australia and Tasmania and we work closely with other agencies, particularly on national operations which target key areas such as fatigue and vehicle maintenance," he added.

The Policy has been under development since February, and included several rounds of consultation with industry and partner agencies. It aligns with the NHVR's Strategic Directions documents and will lead to more consistency around targeted compliance and high-risk activities.

The full policy is available at [www.nhvr.gov.au/safety-accreditation-compliance/on-road-compliance-and-enforcement](http://www.nhvr.gov.au/safety-accreditation-compliance/on-road-compliance-and-enforcement)

## Portal enhancement webinar

New features will be introduced to the NHVR Portal to enhance the road manager experience in the coming weeks.

These will include the ability for road managers to select from shared condition sets for specific vehicles based on dimension, class and/or load, and also to add custom conditions to their own conditions library.

This will reduce the need for road managers to upload PDF attachments to the portal or email custom conditions to the NHVR.

We are also demonstrating new features in the Registration Module for customers and presenting a new look for the Access Permits.

An explanation of these enhancements – and a general overview of the NHVR's Portal Enhancement Project – will be presented at a one-hour webinar on Thursday 6 December at 11:30am (EST).

Register at [Eventbrite](https://www.eventbrite.com) or email [accessportal@nhvr.gov.au](mailto:accessportal@nhvr.gov.au) for more information.



Image courtesy of John Rens Photography

## Queensland road rules amendment

An amendment to Queensland's road rules will affect how large vehicles may be driven in roundabouts.

Section 115 (Driving in a roundabout) of the Queensland Road Rules was amended to allow a driver whose vehicle is too large to drive in a roundabout without driving over the central traffic island to drive safely over it,

provided the island is designed to allow a vehicle of that kind to be driven over it. The driver must ensure that they drive over the central traffic island, as near as practicable to the left of the centre of the island.

For more information go to [www.tmr.qld.gov.au/Safety/Queensland-road-rules](http://www.tmr.qld.gov.au/Safety/Queensland-road-rules)



The NHVR offices will be closed from Tuesday 25 December 2018 to Tuesday 1 January 2019 inclusive.

Our call centre will be closed on Public Holidays and open on all other business days from 8am-6pm (AEDT).

During this time, we will continue to process access permit applications, but will not be processing or issuing any other types of applications (i.e. fatigue, NHVAS, PBS or vehicle standards).

The access permitting hours of state and territory road transport agencies during this period, are set out in the [2018-19 Christmas Hours - Access Permits table](#). Please be aware that other Road Managers, such as local governments, may have limited or no services available during this period

## Christmas/New Years travel restrictions

Over the Christmas and New Year period, there are travel restrictions in place for certain Class 1 heavy vehicles.

For vehicles operating under a permit, operators should check the permit's conditions to establish whether Christmas or public holiday travel restrictions are listed or referenced in related notices. For more information visit [www.nhvr.gov.au/christmas-hours](http://www.nhvr.gov.au/christmas-hours)



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Reporting Line  
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