



Image courtesy of Mack Trucks Australia



Message from the CEO

Welcome to the first edition of the *On the Road* for 2019.

One of the most important pieces of work this year will be a comprehensive review of the Heavy Vehicle National Law, including key areas such as heavy vehicle access, fatigue and new technology.

The Federal Government recently released the terms of reference for the review and announced an industry panel chaired by former Chairman of the Productivity Commission Peter Harris.

The current law was drafted prior to 2012, and I believe it's time for a comprehensive review with improvements that target both safety and productivity measures.

I would urge anyone with suggestions to engage with the process in 2019. Details on the current law can be found on the NHVR website at bit.ly/1LxyqRP

You can find the terms of reference at bit.ly/2RT9qAz

Finally, congratulations to Kirk Coningham on his appointment as CEO of the Australian Logistics Council.

I look forward to working closely with all industry bodies and operators throughout 2019.

Sal Petrocchio
CEO, National Heavy Vehicle Regulator

New B-double notice to deliver productivity benefits

A new National Class 2 Heavy Vehicle B-double Notice will start on 1 February, delivering productivity benefits for the 19,000 B-doubles operating across Australia.

NHVR Freight and Supply Chain Productivity Executive Director Peter Caprioli said the new Notice would align B-double requirements across states and territories, including general access for 50-tonne, 19-metre vehicles, which are commonly used to transport fuel.

"The Notice has reduced the number of conditions imposed by jurisdictions and creates a national B-double network for vehicles which move almost half of all freight," he said.

"This means an increase in mass for general access in South Australia from 42.5 tonnes to 50 tonnes, while general access in Tasmania will remain for 21-metre B-doubles.

"The Notice will align B-double access with a three-axle rigid truck towing a four axle trailer,

which has had general access at 50 tonnes for several years.

"The new Notice also provides general access bridge formulae for all general access B-double operations."

The access conditions for a B-double are outlined in the [National Class 2 B-double Operator's Guide](#).

The current notice will be replaced on 1 February. The new Notice is part of the current round of the NHVR's National Harmonisation Program which includes the National Class 1 Agricultural Notice and National Class 2 Road Train Notice.

The NHVR completed consultation on B-double access with state governments in mid-2018 and has now received consent to operate on local road networks with a few exceptions.



NHVAS consultation sessions kick off

A three-month consultation is underway to align the National Heavy Vehicle Accreditation Scheme (NHVAS) Standards and Business Rules with the recent changes to Chain of Responsibility laws.

The consultation will consist of on-line feedback as well as face-to-face information sessions.

The proposed changes will assist NHVAS participants to meet the recent changes to Chain of Responsibility laws, which require all parties in the supply chain to address the risks of their transport activities.

Consultation ends on March 31, 2019. You can book into an information session

[here](#). To find out more details about the information sessions, locations and times, proposed changes and Notice of Proposed Rule Making, go to www.nhvr.gov.au/nhvas-review

Here are the first three dates and times in February.

Date	Time	Venue
11 Feb	1-3pm 6-8pm	Mantra Tullamarine Hotel, Tullamarine VIC
12 Feb	12-2pm 6-8pm	Horsham Town Hall, Horsham VIC
14 Feb	12-2pm 6-8pm	Hotel Grand Chancellor, Launceston TAS



Notices and updates

National Heavy Vehicle Concrete Agitator Work and Rest Hours Exemption Notice 2019 (No 1)

Provides alternative short rest break requirements for drivers of fatigue-regulated heavy vehicles carrying pre-mixed concrete by removing short rest break requirements for drivers who have short work breaks instead.

New South Wales Class 3 Platform Container Exemption Notice 2018 (No. 1)

Exempts heavy vehicle combinations transporting platform containers from certain mass and dimension requirements under the Heavy Vehicle National Law. Please note the supporting document for this notice:

[New South Wales Class 3 Platform Container Exemption Notice 2018 - Operators Guide.](#)

National Heavy Vehicle Standards (Special Purpose Vehicles Exceeding 40 tonnes Total Mass) Exemption Notice 2018 (No. 1)

Provides relevant vehicle standards exemptions for Class 1 special purpose vehicles exceeding 40 tonnes total mass. This notice does not provide road access approval. Once all requirements specified in the notice are met an access permit must be obtained before accessing the road network.

Please note the supporting document for this notice:

[Operators Guide - National Heavy Vehicle Standards \(Special Purpose Vehicles Exceeding 40 tonnes Total Mass\) PDF 801KB\)](#)

Information Bulletin – Baled hay and straw

The NHVR has recently published an [information bulletin](#) to help operators understand the requirements for transporting baled hay and straw.

Jose Arredondo, Manager Heavy Vehicle Policy said the document will assist operators transporting baled hay and straw which exceed general dimension limits, by collating and summarising the important information from different sources into a single document.

“Our goal is to improve safety and efficiency by making it easier and quicker for industry to understand and comply with the Heavy Vehicle National Law and specific jurisdictional requirements,” Jose said.

The information bulletin summarises the eligible vehicles, dimension exemptions, approved routes, operating conditions and load restraint requirements by state and territory of operation.



Image courtesy of PACCAR Australia

Coronial inquiry highlights cleaning requirement

Recently released outcomes from a coronial inquiry in relation to a heavy vehicle incident in 2014 have highlighted the need to clean heavy vehicles prior to inspections.

NHVR’s Director Safety Standards Greg Fill said the NHVR has prepared a Safety Bulletin in response to the inquiry outcomes.

“The driver of a prime mover semitrailer combination was killed after the vehicle’s front suspension failed,” Greg said.

“The coronial inquiry highlighted that contaminants were identified in the region of the failed suspension components.

“Inspections include the routine checking as part of a vehicle maintenance program as well as inspections by authorised officers at an annual regulatory inspection.

“It is essential that any contaminants are removed or cleaned off prior to a vehicle inspection to ensure that a thorough check of vital safety components can be conducted,” he added.

The bulletin suggests actions required for heavy vehicle operators, maintenance personnel and vehicle inspectors.

NHVR’s [Safety Policy](#) also provides transparency in its approach to improving safety oversight of the heavy vehicle industry.

More information, as well as other Safety Alerts and Bulletins can be found on the NHVR website at www.nhvr.gov.au/safety-accreditation-compliance/safety-alerts-and-bulletins



1800 931 785

Heavy Vehicle Confidential Reporting Line

www.nhvr.gov.au/HVCRL

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