



## Message from the CEO

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

The full introduction of the Heavy Vehicle National Law (HVNL) in 2014 and the alignment of safety and productivity was a big leap forward for heavy vehicle regulation in Australia.

I believe the current review of the law and development of HVNL 2.0 will deliver even greater benefits for national heavy vehicle safety and productivity.

The National Transport Commission (NTC) recently released the first of eight issues papers titled *A risk-based approach to regulating heavy vehicles*.

The NTC is seeking your feedback on developing a new law that is responsive, flexible, supports innovation and technology and overall delivers better outcomes for the industry.

I urge you to be involved, either through your industry association, the expert industry panel or directly [through the NTC's microsite here](#).

Finally, as we are only a few days out, I'd like to wish the heavy vehicle industry a safe and happy Easter and please take care if you're on the roads over this period.

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

# Focus on Fatigue for new AFM application kit

Advanced Fatigue Management (AFM) will become easier to access for operators looking for flexibility in their work and rest hours with the roll out of the first instalment of a new AFM application kit.

NHVR Fatigue Specialist Andreas Blahous said AFM allows operators to propose their own hours and rules to meet the unique demands of their operations, rather than sticking to prescriptive work and rest hours.

"AFM has been an option for operators wanting additional flexibility since 2008, but feedback from industry at the Fatigue Safety Forum was that the application process was difficult," Andreas said.

"The new AFM application kit and tools provide practical examples of how operators have used AFM in the past to meet their needs and the types of countermeasures they used to stay safe and manage the seven fatigue principles.

"When assessing the safety of flexible driving hours, we also look at the seven fatigue principles as well as the operator's countermeasures, such as sleep, rest, the use of fatigue monitoring technology and other management practices."

The AFM application kit was released at this week's Queensland Transport Association Finding Flexibility in Fatigue Management workshop at the Port of Brisbane.

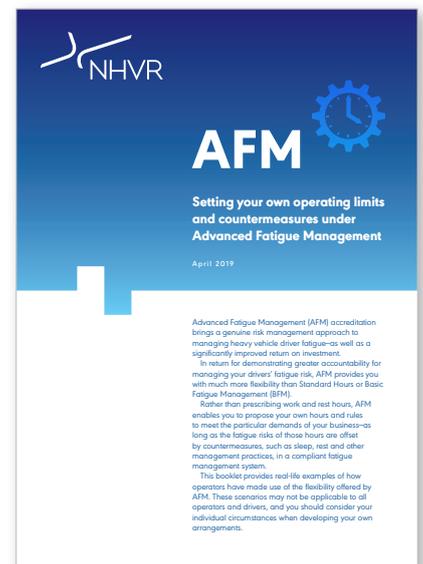
Andreas said heavy vehicle crashes as a result of fatigue have fallen to less than 10 per cent in recent years, compared to more than one-in-four crashes in 2003.

This downward trend in fatigue-related crashes is a great result but we need to continue to offer opportunities for operators with strong safety systems and management practices to access flexibility," he said.

"The NHVR held a Fatigue Safety Forum in October last year and the clear message from industry was that they don't want more driving hours—they want more flexibility within the driving hours.

All AFM proposals must be approved by the NHVR, through the National Heavy Vehicle Accreditation Scheme.

The new application kits and tools are available to all operators through the NHVR website. For more information visit [www.nhvr.gov.au/afm](http://www.nhvr.gov.au/afm).



## New heavy vehicle safety cameras live in ACT

ACT roads will be safer with the roll out of new heavy vehicle monitoring cameras on both sides of the Federal Highway near the NSW border.

“These cameras will help to ensure drivers of heavy vehicles comply with load limit regulations and avoid deadly driver fatigue,” Minister for Roads, Chris Steel said.

“In conjunction with the NHVR, these cameras will integrate with others placed at key points across the nation to help ensure safety is maintained for all road users.”

The NHVR provided \$300,000 as part of the Heavy Vehicle Safety Initiative program, supported by the Federal Government.

The high-tech monitoring cameras have been rolled out in states across Australia over the past two years to encourage safer driving practices.



Click here for more information on the National Compliance Information System and the National Safety Camera Network.

## Easter travel restrictions

There are some restrictions in place for agricultural, oversize overmass and special purpose heavy vehicles in NSW, Queensland, Victoria and WA over the Easter holiday period.

Some of the restrictions are listed below, and we recommend operators check their permits and relevant notices to confirm what restrictions are in place.

Click here for more information.

### New South Wales

State-wide oversize travel curfews are imposed each year during various public holiday periods across the state for Class 1 oversize heavy vehicles. Details of the travel requirements during the Easter long weekend are available on the NHVR website for load carrying vehicles, agricultural vehicles and special purpose vehicles.

Further information can be found [here for NSW Roads and Maritime Services Oversize and/or overmass \(OSOM\) vehicles and loads](#).

### Queensland

No movement of over-dimensional loads from 12.01am Thursday 18 April to 11.59pm Tuesday 23 April 2019. Further information can be found at Queensland Police Service for Police Wide Load Escorts.

For oversize load carrying vehicles operating under the *Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice 2016 (No. 1)* and the *Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice 2016 Amendment Notice 2019 (No. 1)*, Easter period travel restrictions apply as per section 8.3 the Queensland Access Conditions



Guide. No movement throughout Queensland, of an oversize heavy vehicle or combination, from Thursday before Easter to the Tuesday after Easter inclusive.

The *Queensland Class 1 Cotton Harvest Derestriction Notice 2017 (No. 1)* exempts the movement of, or transportation of, eligible cotton harvesters and agricultural equipment in association with cotton harvesting in Queensland from certain travel restrictions in place over the Easter period.

### Victoria

Public holiday (Good Friday and Easter Monday) travel restrictions apply as per the travel conditions outlined in the Class 1 oversize overmass permit.

### Western Australia

Curfew restrictions for operators of Oversize Restricted Access Vehicles (RAVs) apply during the Easter period. Operators must refer to the permit operating conditions that are relevant to the particular vehicle that they wish to operate for full details on the curfews that apply to them.

## Road Manager Performance

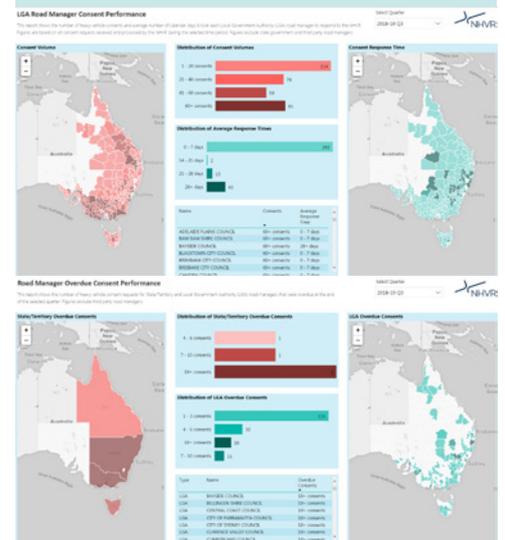
The NHVR has released the latest heat maps showing Road Manager performance for January to March 2019.

The NHVR works with more than 400 road managers, utility providers and rail authorities to coordinate heavy vehicle access to state and local roads.

The two latest interactive reports show:

- **Road Manager Consent Performance**, including the number of heavy vehicle consents and average number of days to respond. These figures are based on consent requests received and processed by the NHVR.
- **Road Manager Overdue Consent Performance** including the number of heavy vehicle consent requests for road managers that were overdue at the end of each quarter.

Operators can access the heat maps at [www.nhvr.gov.au/road-manager-heat-maps](http://www.nhvr.gov.au/road-manager-heat-maps)



## Portal Tip

### Use the map layers

The NHVR Portal Route Planner has a number of layers for use when plotting your route. Choices include State Roads, Rest Areas and OSOM Networks. Simply tick to select the map layers you wish to view.



**1800 931 785**  
 Heavy Vehicle Confidential Reporting Line  
[www.nhvr.gov.au/HVCRL](http://www.nhvr.gov.au/HVCRL)

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