

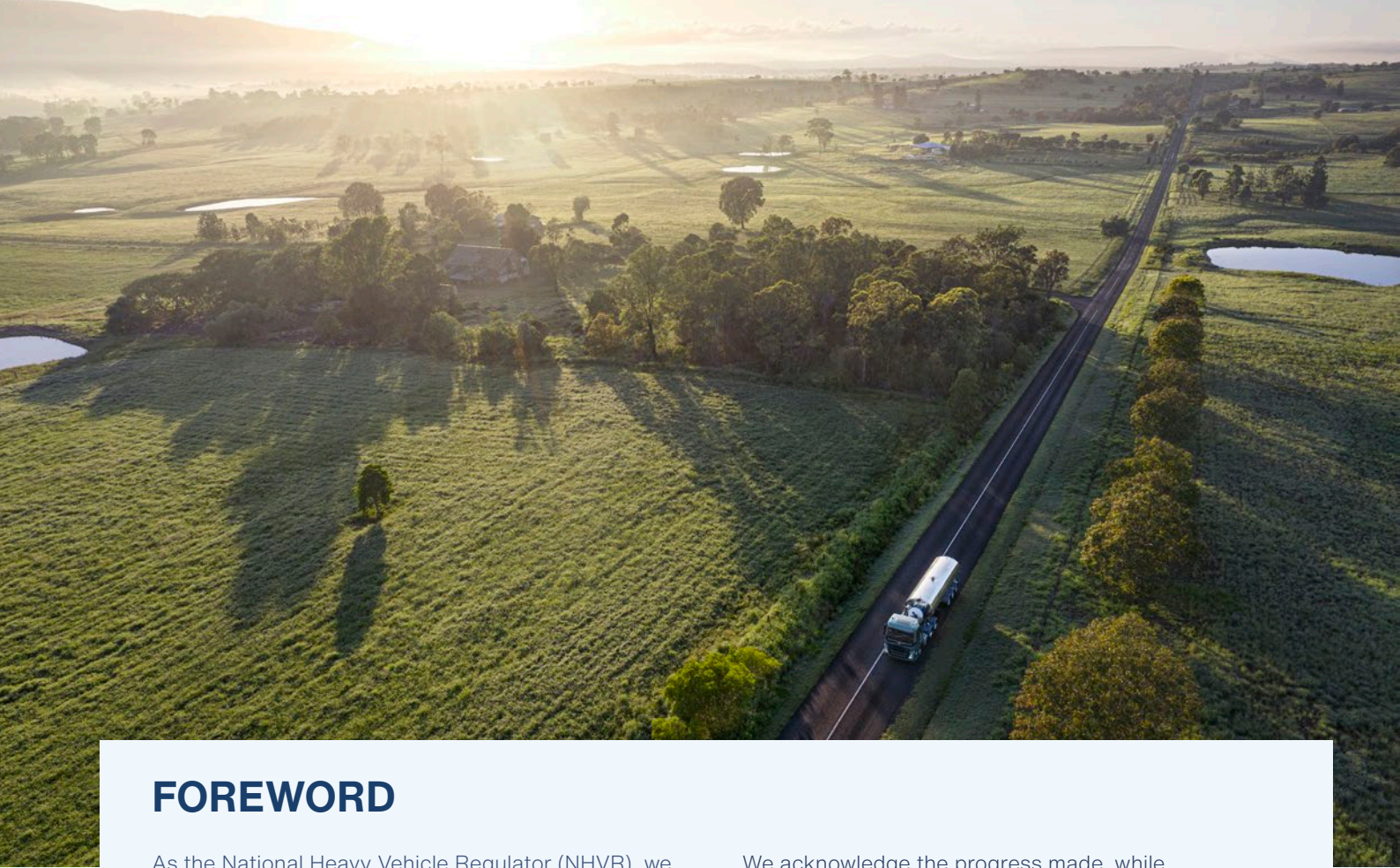
HEAVY VEHICLE PRODUCTIVITY PLAN

2025-2030

Delivering safe, productive, and sustainable heavy vehicle movements that enhance community liveability, drive Australia's economy, and support a resilient supply chain.

December 2024





FOREWORD

As the National Heavy Vehicle Regulator (NHVR), we are dedicated to being Australia’s leading authority on heavy vehicle safety and productivity, and we have achieved a new level of maturity with the completion of the National Services Transition.

We firmly believe productivity is not a trade-off with safety and sustainability. The NHVR has developed this Heavy Vehicle Productivity Plan (HVPP) 2025-2030 to ensure safe, productive, and sustainable heavy vehicle movements that enhance community liveability, while driving Australia’s economy and supporting a resilient supply chain.

This new Plan builds on the success of our first HVPP released in 2020. Enhancing the NHVR Portal and delivering the National Network Map represent significant advancements in our approach to centralising information and harmonising previously disconnected services. The Freight PASS tool and Pavement Impact Comparison Calculator provide a platform for accelerated, consistent and informed decision-making, so we can better realise the benefits offered by more productive vehicles.

Our ongoing initiatives rolled into this new plan, such as the Strategic Local Government Asset Assessment Project and Performance Based Standards (PBS) Scheme Reform, are reframed to ensure both regulatory frameworks and understanding of infrastructure capability result in optimised network access for industry. These initiatives also accelerate the uptake of PBS vehicles – the fleet of the future – on our roads.

We acknowledge the progress made, while acknowledging there is still work to be done. In our pursuit of world-class safety and productivity outcomes, we recognise the importance of constructive engagement with both industry and road managers. By sharing open, respectful and evidence-based discussions, we can all create positive change and amplify the benefits of our efforts.

As we move forward, it is essential we also shift our focus from merely delivering harmonised regulation and operations, to enhancing their effectiveness. This approach recognises we must continually adapt in response to the changing needs of road managers, the heavy vehicle industry and their customers.

This Plan reflects our commitment to working with our stakeholders to deliver new and better ways of addressing the most pressing needs of industry and government right now.

The Hon Duncan Gay AM
Chair of the Board



Sal Petrocchio OAM
Chief Executive Officer



ON THE ROAD TOGETHER

OUR KEY ACTIVITIES

We are Australia's regulator for all heavy vehicles over 4.5 tonnes gross vehicle mass or aggregate trailer mass.

Our organisation is governed by the NHVR Board, and we currently have more than 1,000 employees across Queensland, New South Wales, the Australian Capital Territory, South Australia, Victoria, and Tasmania.

We are driving change for the benefit of all Australians to improve safety, productivity and sustainability in the use of heavy vehicles on Australia's roads.

OUR CUSTOMER PROFILE

In the 6 states and territories where the HVNL applies, there are:



275,021
registered operators



556,000+
FTEs employed in
Australian road transport industry



536
road managers



877,651km
of roads

From farmers to freight handlers, drivers to shoppers, and planners to pedestrians, the heavy vehicle industry is essential to the Australian way of life.

OUR PURPOSE

We provide leadership to, and work collaboratively with, industry and partner agencies to:

- drive sustainable improvements to safety, productivity and efficiency outcomes across the heavy vehicle road transport sector and the Australian economy
- minimise the compliance burden, while ensuring the objectives of the Heavy Vehicle National Law are achieved and duty holders meet their obligations
- reduce duplication of, and inconsistencies in, heavy vehicle regulation across state and territory borders.

AUSTRALIA'S FLEET

To support Australia's economy, there are

1,060,525
registered heavy vehicles units



made up of:

119,935
prime movers



181,864
semitrailers



179,533
freight-carrying trucks



118,793
agricultural vehicles and tractors



38,316
buses



23,806
approved PBS combinations



NHVR NATIONAL OFFICES



OUR PRODUCTIVITY VISION

Delivering safe, productive, and sustainable heavy vehicle movements that enhance community liveability, drive Australia's economy, and support a resilient supply chain.

AUSTRALIA'S CHALLENGES

The freight task is growing and changing rapidly	Deaths on our roads	Environmental and health impacts are significant	Shifting from asset preservation to optimisation	Unplanned supply chain disruptions are increasing in frequency
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AUSTRALIAN GOVERNMENT PRIORITIES



Protect and enhance the productivity and resilience of heavy vehicle operations



Achieve zero deaths and serious injuries on our roads by 2050



Reach net zero emissions by 2050

OUR RESPONSE

<p>We will ease the burden of permits on road managers and industry by supporting them to create the right networks for a suite of different heavy vehicles</p>	<p>We will support road managers to grow a reliable and resilient network, to keep our industry moving and economy flowing in times of adversity</p>	<p>We will offer the technology, tools, data and information our customers need to assist them in making faster, more consistent and better-informed decisions</p>	<p>We will partner with our stakeholders with an aim of reaching a national policy consensus that improves productivity and creates safer and more environmentally friendly outcomes</p>	<p>We will foster an environment that encourages newer, cleaner, and safer vehicles onto the road, improving productivity, saving lives and reducing emissions</p>	<p>We will work alongside our stakeholders to improve awareness and understanding of heavy vehicles and the freight task to bolster community acceptance and facilitate effective industry operations</p>
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OUR ACTIONS

1. Deliver a notice development and maintenance program that adopts a prioritised approach to permit elimination.	12. Enhance the NHVR Portal to enable systems integration with a range of heavy vehicle industry solutions including the National Automated Access System (NAAS).
2. Use data and decision-making tools to identify, target and prioritise expansion of end-to-end pre-approved and gazetted networks.	13. Through the NHVR Portal, support a nationally consistent system for collecting, storing and sharing asset assessment data to progress a NAAS.
3. Partner with industry and road managers to harmonise, rationalise or consolidate access conditions within and between states and territories.	14. Invest in and enhance data analytics and sharing, including new tools, to support decision-making related to heavy vehicle access and productivity.
4. Update and modernise the Approved Guidelines for Granting Access to promote a consistent approach amongst road managers.	15. Embrace research and innovation to finalise the review of the standards in the PBS scheme.
5. Work with stakeholders to progress access and productivity recommendations in alignment with the Ministerially endorsed Review of the Heavy Vehicle National Law (HVNL).	16. Adapt PBS engineering principles and methods to uplift the productivity, safety and sustainability performance of the non-PBS fleet.
6. Establish an enduring Emergency Access Notice which can be operationalised during declared disasters and managed in near-real time via the NHVR Portal and National Network Map.	17. Digitise the PBS scheme, including the information contained within design approvals and vehicle approvals.
7. Create a suite of alternative networks to promote network optimisation, efficiency and flexibility when traditional supply chains are out of action due to declared disasters.	18. Work alongside stakeholders to reform the PBS scheme in alignment with the Ministerially endorsed Review of the HVNL.
8. Deliver Phase 3 of the Strategic Local Government Asset Assessment Project (SLGAAP) to determine the potential freight-carrying capacity of local government road assets.	19. Advocate for and facilitate increased mass and dimension allowances and nationally consistent operating conditions for vehicles fitted with the latest safety and environmental technologies.
9. Build capacity and provide education and training to local councils to enable them to effectively and cost-efficiently carry out their own assessments of road asset infrastructure.	20. Support road managers to create and expand networks for heavy zero emission vehicles within and between states and territories.
10. Work with transport agencies and third-party rail asset owners to better understand and address risks at level crossings to improve safety and efficiency of heavy vehicle movements across these assets.	21. Develop an approach to enable internal combustion engine vehicles to be retrofitted and become electric vehicles.
11. Improve functionality and available features in the NHVR Portal and National Network Map, including administrative and operational efficiencies, pre-approval management, and gazetted network management.	22. Support industry and government to raise community and planners' awareness of the performance of modern vehicles and the transport needs of a contemporary freight task.



INTRODUCTION

Heavy vehicles are the backbone of our nation. The heavy vehicle industry not only sustains our quality of life, but underpins Australia's prosperity and international influence, providing essential support to our community and the world in times of need.

The NHVR, in partnership with industry and government stakeholders, has achieved much in the decade since its inception. This includes the delivery of the NHVR Portal and National Network Map, a fair and proportionate approach to compliance, transition of on-road compliance functions, and record growth in the Performance Based Standards (PBS) scheme.

Despite this success, challenges persist that continue to demand a collective and unified response, including:

- 77% growth of the national road freight task.¹ Rapid growth and unpredictable market shifts will test our ability to be agile and responsive.
- 212 lives taken in crashes involving heavy vehicles in 2023.² The NHVR does not believe that any life lost on our roads is an acceptable cost.
- 24.49% of carbon emissions in the transport sector comes from heavy vehicles.³

As Australia's dedicated statutory regulator for heavy vehicles, the NHVR's direct relationship with all levels of government and the industry uniquely positions us to work with all stakeholders to advance heavy vehicle access and productivity reform nationwide. While productivity remains the focus, this Plan recognises that increased efficiency not only fosters a strong and resilient industry, but also saves lives and reduces emissions.

This relationship between productivity, safety, and sustainability is recognised within the HVNL and sets the direction, priorities, and framework for government agencies at all levels to work together to:

- protect and enhance the productivity and resilience of heavy vehicle operations
- achieve zero deaths and serious injuries on our roads by 2050
- reach net zero emissions by 2050.

This Plan represents who we are as a modern regulator, focused on new and better ways of addressing industry and governments' most pressing needs right now.

It also forms part of our commitment to implement the National Freight and Supply Chain Strategy, which provides the platform for the NHVR, industry and government to work together and deliver a holistic, coordinated and multi-modal approach to the movement of freight and heavy vehicles.

Delivering safe, productive, and sustainable heavy vehicle movements that enhance community liveability, drive Australia's economy, and support a resilient supply chain.



1 BITRE (2022), Australian aggregate freight forecasts – 2022 update.

2 BITRE (2024), Australian Road Deaths Database – June 2024 update.

3 DCCEEW (2022), Australia's national greenhouse accounts.





AUSTRALIA'S CHALLENGES

THE FREIGHT TASK IS GROWING AND CHANGING RAPIDLY

Australia's road freight task is forecasted to grow 77%⁴ from 2020 to 2050, and heavy vehicles are increasingly becoming the preferred land-freight mode due to greater flexibility and reach. However, Australia's prosperity demands a multi-modal freight system in which heavy vehicles play a key role, especially on the first and last kilometre.

A modern freight task requires efficient and more productive heavy vehicle movements to support the broader supply chain. Achieving this requires the unlocking of end-to-end networks, for a diverse range of heavy vehicles, including on road to ports, rail, and rural and metropolitan communities.

Forecast shift in freight task mode share⁵

				
2020	29.03% (222.9b tkm)	56.41% (433.2b tkm)	14.51% (111.4b tkm)	0.04% (0.3b tkm)
2050	40.92% (393.7b tkm)	47.58% (457.8b tkm)	11.44% (110.1b tkm)	0.06% (0.6b tkm)
Change	+11.89%	-8.84%	-3.06%	+0.02%

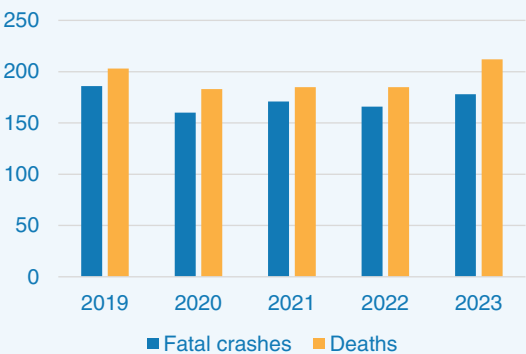
b tkm: billion tonne kilometres

DEATHS ON OUR ROADS

Research has demonstrated that 77.4%⁶ of fatal crashes involving heavy and light vehicles are the fault of the light vehicle. We support the Australian Government's commitment to a vision of zero road deaths and serious injuries by 2050. Each year, Vision Zero will be harder to achieve as there will be more heavy and light vehicles interacting on the road network.

Road safety is a shared responsibility. Achieving Vision Zero requires fewer freight movements enabled by higher productivity vehicles, more optimised freight networks reducing travel time, and the removal of barriers to the implementation of safety technologies.

Heavy vehicle crashes resulting in a fatality⁷



Note: There are approximately 1.12 deaths per fatal crash

ENVIRONMENTAL AND HEALTH IMPACTS ARE SIGNIFICANT

Heavy vehicles represent 4% of all vehicles and 8% of road distance travelled⁸. Relative to their volume and distance travelled, heavy vehicles have a high impact on the environment and societal health. The capability of many roads and structures may also hinder the transition to lower and zero emission heavy vehicles due to their increased mass, asset limitations and industry desire for payload parity.

A greener freight task requires fewer movements on road and an increased uptake of environmental technologies. Achieving Net Zero and decarbonising freight requires a more productive fleet, consistent access conditions across borders, and the removal of barriers to incentivise industry's transition to lower and zero emission heavy vehicles.

In 2023, heavy vehicles were accountable for:⁹

12.59 billion litres of diesel consumed

33.62 million tonnes of CO₂ emitted

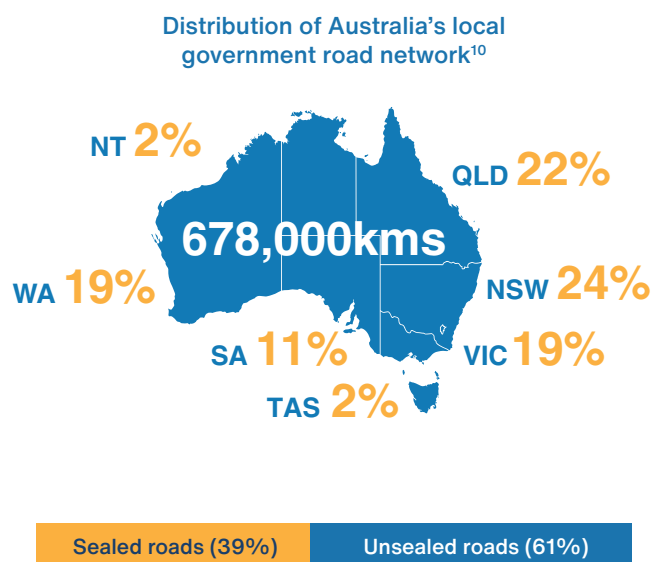
7,586 premature deaths from CO₂

SHIFTING FROM ASSET PRESERVATION TO OPTIMISATION

Roads and structures keep Australia moving and were built to be responsibly used; however, funding remains an issue for governments who are both access managers and stewards of the road network. Financial sustainability for road managers is important for ongoing maintenance and rehabilitation of road assets to ensure ongoing safe and efficient travel. The take-up of higher mass electric vehicles and more productive vehicles will only heighten the challenge.

While governments invest in their assets, funding and infrastructure are not the only means of prolonging the continuity of use and asset life. Mitigating the impact of heavy vehicles requires a better understanding of the optimal use of infrastructure as well as building government and community acceptance of higher productivity vehicles.

Instead of just maintaining infrastructure, Australia needs to also maximise efficiency, performance, and long-term value. Programs such as the Strategic Local Government Asset Assessment Project (SLGAAP) and tools like the NHVR Pavement Impact Comparison Calculator can aid these access and asset decisions.

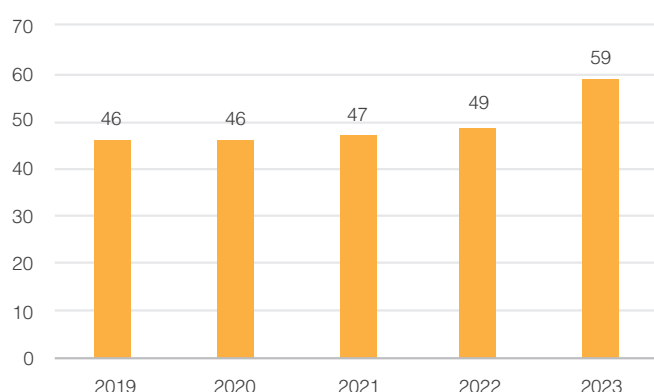


UNPLANNED SUPPLY CHAIN DISRUPTIONS ARE INCREASING IN FREQUENCY

Heavy vehicles are vital to servicing our communities and the economy. Although industry has demonstrated resilience, it also remains vulnerable. Each year, the location, frequency, duration and severity of unplanned disruptions changes.

A more resilient freight task requires a coordinated approach, speed of responsiveness, route flexibility and an acceptance of controlled risks. Proactive planning and data-sharing, in consultation with road managers and emergency services, is critical to the development of a suite of critical emergency networks and detours that can be readily activated to keep Australia moving in times of adversity.

Declared natural disasters have increased over the last 5 years¹¹



4 BITRE (2022), Australian aggregate freight forecasts - 2022 update.

5 Ibid.

6 National Transport Insurance (2023), Major crash investigation 2023 report.

7 BITRE (2024), Australian Road Deaths Database - June 2024 update.

8 Electric Vehicle Council and ATA (2022), Electric trucks: Keeping shelves stocked in a net-zero world

9 Derived from: Australian Government (2024), ATAP parameter values - PV5 Environmental parameter values; Bressler, D. (2021), The mortality cost of carbon; DCCEEW (2023), Greenhouse gas emissions - March update 2023; Electric Vehicle Council and ATA (2022), Electric trucks: Keeping shelves stocked in a net-zero world; OIA (2023), Value of statistical life.

10 ALGA (2024), 2024 National State of the Assets Report.

11 Australian Government (2024), Australian disasters.

NHVR SUCCESS MEASURES

AUSTRALIAN GOVERNMENT PRIORITIES

A PRODUCTIVE AND RESILIENT FREIGHT TASK



Protect and enhance the productivity and resilience of heavy vehicle operations

National Freight and Supply Chain Strategy and Road and Rail Supply Chain Resilience Review



Increase in gazetted and pre-approved network length for different heavy vehicle types



Decrease in access permit applications relative to total vehicle registrations



Increase in proportion of total road freight task performed by PBS vehicles

AN INNOVATIVE AND SAFER FREIGHT TASK



Achieve zero deaths and serious injuries on our roads by 2050

National Road Safety Strategy



Decrease in number of fatal crashes involving heavy vehicles



Decrease in number of total crashes involving heavy vehicles



Increase in lives saved due to PBS vehicles

A CLEANER AND GREENER FREIGHT TASK



Reach net zero emissions by 2050

Net Zero Plan



Fuel saved due to PBS vehicles



Carbon emissions saved due to PBS vehicles



Increase in gazetted and pre-approved network length for zero emission heavy vehicles

OUR RESPONSE



We will ease the burden of permits on road managers and industry by supporting them to create the right networks for a suite of different heavy vehicles.

As holders of Australia's largest heavy vehicle and access datasets, we have a unique insight on how roads are used. We will use this data and leverage our strong industry and road manager relationships, obtained through our constant engagement and service delivery, to support targeted expansion of freight networks.

The NHVR is committed to the development of the National Automated Access System (NAAS) to ease the burden of permits. The NHVR Portal is a digital platform that brings together a number of key regulatory services and transactions for the heavy vehicle industry and road managers, such as the National Network Map, and is the entry and exit point for heavy vehicle access permit applications. The NHVR Portal will also serve as the central point to the NAAS, which provides dynamic network access under notice for individual vehicles which would otherwise have to apply for a permit.

Through Phase 3 of the SLGAAP, the NHVR will also accelerate the collection of local government asset data and make these available in a format suitable for use by various systems.

Elimination of the permit burden requires a shift in how we prioritise our efforts

Each permit represents a significant investment of industry and road manager time and cost. Each notice, technology or operational improvement, such as those delivered through the NHVR Portal, represent a saving.

Historically, the NHVR and road managers have focused on delivering, maintaining and enhancing the effectiveness of notices. For example, through harmonisation we have quartered the total number of notices down to approximately 80, while expanding the coverage of vehicles exempt from permit requirements.

Being smarter and more targeted requires not just notice development, but also a shift in focus to enhancing their effectiveness and the expansion of their networks. We must partner to enhance automation, build safe and suitable networks that offer route choice, and support end-to-end supply chains that adapt to changing trip origins and destinations.

A key issue affecting supply chains is also the interface between road and rail at level crossings, given rail lines segment the road freight network nationally. Current approaches result in unnecessary inefficiencies and added costs which are passed along the supply chain to consumers. The NHVR, road managers and rail asset owners need to work together to remove costly manual interventions, to support longer and more productive vehicles, while balancing safety.

Without the right networks and attitudes towards heavy vehicle access, permits will remain, regardless of the number of notices.



We will support road managers to grow a reliable and resilient network, to keep our industry moving and economy flowing in times of adversity.

We will mitigate risks and vulnerabilities to Australia's supply chains by working with road managers to ensure availability of alternative routes through disruption. We will also assist road managers to identify the latent capacity and capability of their assets so that they can be optimally used by more productive vehicles.

Securing supply chain resilience requires the NHVR's engagement and activities to transcend borders. We have successfully partnered with multiple agencies to keep Australia moving when road or rail routes are severed by disasters. We will continue this partnership and approach regardless of boundaries.

The increasing frequency of natural disasters requires supply chain readiness, responsiveness and resilience

Recent years have demonstrated the significant toll disasters can have on our supply chains. Through bushfires, floods and pandemics, road freight has consistently proven itself to be the spine that reliably holds Australia together and connects farm to table. However, the impact of each disaster, and the roads affected, is different and unpredictable.

We have partnered with industry and road managers to deliver emergency notices allowing increased freight capacity on alternative road networks when regular rail and road freight routes were cut by natural disasters. We must continue to work together to be proactive, responsive and committed to supply chain resilience.

The SLGAAP has conducted over 1,090 engineering assessments of bridges and culverts for 109 local councils. This Australian Government funded initiative aims to better understand infrastructure capability, facilitating quicker and safer routes for heavy vehicles, and opening new network opportunities.



We will offer the technology, tools, data and information our customers need to assist them in making faster, more consistent and better-informed decisions.

The NHVR Portal and National Network Map are scalable to respond to user needs for more data and functionality. By continuing to enhance the functionality of the NHVR Portal, further tool development, data sharing opportunities and customised training and education, we will expand the range and depth of our service offering to our customers.

To progress the NAAS, the NHVR is currently working with jurisdictions to ensure different systems are interoperable with the NHVR Portal.

Partnering with and supporting our customers to create fit-for-purpose products ensures all stakeholders can better fulfil their respective HVNL obligations and also self-service their own needs.

Data and technology are essential to easing the burden of permits and granting access where it's safe to do so

Released in 2023, the NHVR's National Network Map, accessible via the NHVR Portal, is the sole authoritative source for Australia's heavy vehicle networks. It simplifies how industry accesses network information and road managers maintain their networks.

The National Network Map is a critical tool to productivity. Not only does it provide the data industry needs to move safely and efficiently, it also illustrates opportunities to overcome the significant access discrepancies between borders. A lack of network development and harmonisation is burdening industry and government with permit red tape.

By offering full network visibility, we can better equip our stakeholders to resolve gaps and inconsistencies across borders. By empowering road managers with more ownership, and near-real time updates, we can provide them greater assurances and better collaboration to accelerate network access and development.

The NHVR Portal, as the centralised entry and exit point for permit applications and programs such as the SLGAAP, are key enablers for the NAAS. The NAAS and NHVR Portal will support road managers and industry with a more seamless and efficient access environment, driving productivity and safety across borders.



We will partner with our stakeholders with an aim of reaching a national policy consensus that improves productivity and creates safer and more environmentally friendly outcomes.

Since the NHVR's inception, alignment has improved between all levels of government. However, inconsistencies persist and there is still work to do to ensure seamless regulation and operations across borders.

We will work with our industry and government stakeholders to encourage the harmonisation, rationalisation, and consolidation of policy, regulatory and operational differences within and between different jurisdictions.

To boost productivity, save lives and reduce emissions, significant reform is required to evolve the PBS scheme

In 2023, the NHVR reached a milestone of over 20,000 PBS vehicles, with uptake more than double the average growth over the previous 5 years. This growth closely follows implementation of the generic tyre approach, the single largest reform to the PBS Scheme since its inception.

Despite the PBS scheme's popularity, there are fewer PBS vehicles than there could be, as they face more barriers to get on the road than a standard prescriptive heavy vehicle.

Evolving the PBS scheme requires a change to the HVNL, resetting PBS policy and updating PBS standards. We foresee a future where the Scheme operates as it was intended to, by being a testing ground where mature and proven designs avoid the need to go through PBS processes, and being true to its roots as a spearhead of heavy vehicle innovation.

Transformative reform must be underpinned by data, logic and pragmatic decisions. We will work with industry and government to make the necessary changes in alignment with the Review of the HVNL.



We will foster an environment that encourages newer, cleaner, and safer vehicles onto the road, improving productivity, saving lives and reducing emissions.

We will work with our stakeholders to progressively relax allowable masses and dimensions, for vehicles fitted with the latest in environmental and safety technologies, to create a cleaner, greener and safer fleet for our environment and communities.

Our focus is on ensuring our regulatory environment is ready and access networks are established for future heavy vehicles and technologies when they arrive from international markets, thereby supporting accelerated industry adoption.

The road to zero emissions for heavy vehicles has commenced, but there is still a lot of work to do

The first permanent network for electric vehicles has been established in Victoria, with trial networks released in New South Wales, Queensland and South Australia.

Achieving Net Zero in Australia is dependent on supporting the heavy vehicle industry transition their fleets to low and zero emission vehicles. However, for industry to embrace the change, payload parity and an extensive and permanent higher axle load network that transcends borders and consistent access conditions are required. While there are environmental benefits, cleaner vehicles have greater impacts to pavements and structures which need to be managed.

To ensure innovation and developments do not outpace regulation – particularly relating to safety technologies – the NHVR has developed a Future Heavy Vehicle Roadmap. We will also undertake research and testing alongside government and industry to co-design policies, regulations, infrastructure and incentives to accelerate safer and more sustainable mobility.



We will work alongside our stakeholders to improve awareness and understanding of heavy vehicles and the freight task to bolster community acceptance and facilitate effective industry operations.

Building the social license of heavy vehicles, and technical understanding of the planning and design needs of the modern freight task, will make it easier and safer for industry to operate.

Our role will be to partner with industry and government to undertake research, provide training and develop tools that can assist the community and planners to be better informed. These types of initiatives will assist to achieve the best long-term outcomes for the economy, infrastructure, society and the environment.

Leveraging data and methods trusted by governments can demonstrate that productivity saves lives, reduces emissions and lowers the cost of goods and services

Modern and more productive vehicles are safer for communities and better for the environment, but this concept is yet to be widely understood and accepted. This is because understanding heavy vehicle performance is not always simple. In some cases, it is possible for well-intentioned decisions to result in an opposite effect to what was originally desired.

The NHVR Freight PASS tool and Pavement Impact Comparison Calculator assists to demonstrate the productivity, safety, sustainability and infrastructure benefits of modern vehicles that take fewer trips to transport the same freight task.

We have also partnered with Austroads and transport agencies to commence the review of road design standards to support modern heavy vehicles, so that the guidelines can be updated to inform planning and design decision-making.

Continuing to deliver these initiatives will not only lead to better safety and sustainability outcomes, but also expand access, protect industrial gateways from urban encroachment, and encourage fleet modernisation.

OUR ACTIONS

Our stakeholders continue to grow in size and diversity and are finding new ways of working to manage change. We too are growing, and through our continuous engagement and innovation, we are finding new ways to act as a modern and effective regulator that better serves our customers.

Working together to overcome our national challenges is vital for the enduring success of the heavy vehicle industry and the wellbeing of our nation and our people.

Achieving our national priorities demands meaningful and effective collaboration between the NHVR, industry and governments.

Complementing each other's work programs, better coordinating initiatives and cooperating in their delivery, will maximise our collective impact to improve productivity, save more lives and be more environmentally sustainable

This Plan leverages and builds on our collective achievements over the past few years, and enables us to refine an approach that better meets the needs and expectations of our customers and the freight task.

OUR RESPONSE

We will ease the burden of permits on road managers and industry by supporting them to create the right networks for a suite of different heavy vehicles.	We will support road managers to grow a reliable and resilient network, to keep our industry moving and economy flowing in times of adversity.	We will offer the technology, tools, data and information our customers need to assist them in making faster, more consistent and better-informed decisions.	We will partner with our stakeholders with an aim of reaching a national policy consensus that improves productivity and creates safer and more environmentally friendly outcomes.	We will foster an environment that encourages newer, cleaner, and safer vehicles onto the road, improving productivity, saving lives and reducing emissions.	We will work alongside our stakeholders to improve awareness and understanding of heavy vehicles and the freight task to bolster community acceptance and facilitate effective industry operations.

				OUR RESPONSE					
ACTION PLAN									
1.	Deliver a notice development and maintenance program that adopts a prioritised approach to permit elimination.			✓	✓	✓			
2.	Use data and decision-making tools to identify, target and prioritise expansion of end-to-end pre-approved and gazetted networks.			✓	✓	✓			
3.	Partner with industry and road managers to harmonise, rationalise or consolidate access conditions within and between states and territories.			✓	✓		✓		
4.	Update and modernise the Approved Guidelines for Granting Access to promote a consistent approach amongst road managers.			✓			✓	✓	✓
5.	Work with stakeholders to progress access and productivity recommendations in alignment with the Ministerially endorsed Review of the HVNL.			✓			✓	✓	
6.	Establish an enduring Emergency Access Notice which can be operationalised during declared disasters and managed in near-real time via the NHVR Portal and National Network Map.			✓	✓	✓			✓
7.	Create a suite of alternative networks to promote network optimisation, efficiency and flexibility when traditional supply chains are out of action due to declared disasters.			✓	✓				✓
8.	Deliver Phase 3 of the SLGAAP to determine the potential freight-carrying capacity of local government road assets.			✓	✓	✓			
9.	Build capacity and provide education and training to local councils to enable them to effectively and cost-efficiently carry out their own assessments of road asset infrastructure.			✓	✓	✓			



OUR RESPONSE							
ACTION PLAN							
10.	Work with transport agencies and third-party rail asset owners to better understand and address risks at level crossings to improve safety and efficiency of heavy vehicle movements across these assets.	✓	✓	✓	✓		✓
11.	Improve functionality and available features in the NHVR Portal and National Network Map, including administrative and operational efficiencies, pre-approval management, and gazetted network management.	✓	✓	✓			
12.	Enhance the NHVR Portal to enable systems integration with a range of heavy vehicle industry solutions including the NAAS.	✓	✓	✓			
13.	Through the NHVR Portal, support a nationally consistent system for collecting, storing and sharing asset assessment data to progress a NAAS.	✓	✓	✓			
14.	Invest in and enhance data analytics and sharing, including new tools, to support decision-making related to heavy vehicle access and productivity.	✓	✓	✓	✓	✓	✓
15.	Embrace research and innovation to finalise the review of the standards in the PBS scheme.				✓	✓	✓
16.	Adapt PBS engineering principles and methods to uplift the productivity, safety and sustainability performance of the non-PBS fleet.				✓	✓	✓
17.	Digitise the PBS scheme, including the information contained within design approvals and vehicle approvals.	✓		✓		✓	
18.	Work alongside stakeholders to reform the PBS scheme in alignment with the Ministerially endorsed Review of the HVNL.	✓			✓	✓	
19.	Advocate for and facilitate increased mass and dimension allowances and nationally consistent operating conditions for vehicles fitted with the latest safety and environmental technologies.	✓			✓	✓	✓
20.	Support road managers to create and expand networks for heavy zero emission vehicles within and between states and territories.	✓			✓	✓	✓
21.	Develop an approach to enable internal combustion engine vehicles to be retrofitted and become electric vehicles.				✓	✓	
22.	Support industry and government to raise community and planners' awareness of the performance of modern vehicles and the transport needs of a contemporary freight task.		✓	✓	✓	✓	✓

NATIONAL HEAVY VEHICLE REGULATOR

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