

Communique

NHVR State Working Group - SA (SWG-SA), Meeting – 20 February 2019

The NSWG-SA was held at the NHVR office, Adelaide on Wednesday, 20 February 2019, 9:00am – 12:00pm. The meeting was Chaired by Paul Simionato, NHVR.

Attendees

NHVR	SARTA	Murphy's Transport
Collins Transport	Motor Trader Association (MTA)	TWU SA
Comcare	SAPOL	Booth Transport
RAA	Safework SA	CMV Group
DPTI	Adelaide Coachlines	Smith Haulage
Whiteline Transport	Cement Concrete & Aggregates Australia	Viterra
SA Freight Council	L & C Low Loaders	LRTASA

Apologies

Grain Producers SA

OPEN MEETING

1. INDUSTRY WELCOMED AND ADMINISTRATION

1.1 Introduction to Industry Representatives

The meeting was opened by the Chair who welcomed industry and covered administration details including safety emergency procedures and amenities.

1.2 Update on Standing Action Items

The Chair sought updates from the group regarding the outstanding action items from the previous meeting. There are ten action items currently outstanding / in progress, these are listed in the meeting pack issued on 15 February 2019.

1.3 Update on IRF and SMS Information Sessions

NHVR provided an update on the IRF being held in Brisbane on 14 March 2019. There will be discussion around HVNL, OSOM and Accreditation Review. Members of the group are invited to bring an industry operator with them.

An update on the new roll out of SMS sessions was delivered to the group. For additional information regarding national SMS Information Sessions, please refer to the NHVR website.

2. INDUSTRY ITEMS

2.1 Current On-Road Issue

SAPOL have identified an increase in unlicensed and disqualified heavy vehicle drivers. There have been issues with fleets as well as owner/operator agencies. SAPOL do advise operators/owners when they identify a licensing issue with a driver. SAPOL would like an increase in monitoring from industry and have referred to the App to hold and validate licenses. SAPOL are asking for diligence from companies to check licenses as well asking if a strategy can be developed to target operators.

2.2 The HVNL Review

Variations between state laws have been causing some confusion for drivers and industry. NHVR advised that they have been working over the past few months to identify key issues within the existing law that they would like reviewed. There will be further discussions in regards to the IRF meeting and industry feedback. NHVR has encouraged all to provide feedback and suggestions in a timely manner in regards to the HVNL review. The method to submit feedback is directly to the NTC and through associations.

2.3 NHVR and Local Government Relationships

There have been improvements over the last few years seeing industry, NHVR and local governments working together. NHVR has identified those councils whose road managers are refusing access based on criteria not being met, however the NHVR can query the refusal and reject the refusal if necessary. DPTI is working with the NHVR in regards to adopting the Queensland model to liaise with local government authorities. This should see good results due to the influence of the minister.

Actions:

- 2.3.1 Local government authorities to be invited to join this working group, and
- 2.3.2 DPTI would like to engage with SARTA, NHVR and LGA.

2.4 OSOM Permits

It was identified that there are issues around operator and road manager communication, with road managers directing operators to the NHVR portal. Road managers are able to liaise directly with operators, as this method of communication can provide better clarification than the detail captured in the portal. There is further education required for road managers as they currently undertake inconsistent approaches in regards to permit review timeframes as well as the approval/rejection process.

Actions:

- 2.4.1 NHVR (John Gilbert) to review current education material and distribute information to local government authorities.
- 2.4.2 NHVR (Brett Staker) to provide the current council brochure to L & C Low Loaders (Grant Westbury).

2.5 NHVR and SAPOL Approaches to Enforcement

Industry have identified differences in enforcement approaches and language used between SAPOL and NHVR. Feedback provided by drivers indicates that NHVR officers often educate in the first instance, whereas SAPOL are known to issue an infringement. Police have a different agenda than that of the NHVR. NHVR Officers are working with a risk based format and focusing on safety as well as targeting roadworthiness of vehicles. Police focus is more on drug and alcohol testing and law enforcement. In addition, police are able to access criminal intelligence and history that is not available to the safety and compliance officers of the NHVR. Ministers and government have certain expectations in regards to how police conduct their law enforcement and use their powers. Police are able to review drivers' history and make decisions based on the law using their discretion as required.

Action:

- 2.5.1 Further discussion to take place between SAPOL, NHVR and SARTA regarding the summary of learnings from operations, as well as examples of variances in enforcement between SAPOL and the NHVR.

2.6 Vehicle as a Workplace Guide

SafeWork SA have developed a guide that identifies heavy vehicles as a workplace and assists in managing risks as well as health and safety standards in vehicles. This is not a law, policy or regulatory tool, it is to be used as a guide only and can be applied to any vehicle, not just heavy vehicles.

Actions:

- 2.6.1 If any members of the SWG-SA would like to attend the launch of the guide, please contact Safework SA (Mark Hulme)
- 2.6.2 Once the guide is released, Safework SA (Mark Hulme) to provide guide to NHVR (Paul Simionato) for circulation.

2.7 Council Liaison Officer

Creating this position is a current priority for The Minister and Chief Executive of DPTI. DPTI is working with the NHVR to develop the position description and outline the requirements of the role which is to be based within DPTI. This item was discussed with industry, indicating that it would be better placed with LGSA.

3. NHVR ITEMS

3.1 Towing Industry Permit Updates

Industry has not yet taken advantage of the new rules available to tow trucks to exit and re-access the b-double networks in order to reach disabled vehicles. DPTI has changed the wording of the permit conditions as the language used did not suit the practice that was taking place.

Action:

- 3.1.1 NHVR (Sean Pederick) to provide a list to MTA (Paul Unerkov) of permits requiring amendments.

3.2 Access Statistics

NHVR presented reporting statistics, which will be shared ongoing at future NSWG meetings. Industry was encouraged to provide feedback regarding the portal, as NHVR is working on continual enhancements. NHVR reporting has the ability to provide details in regards to which agencies permit approvals are being delayed and further education may be required.

Action:

- 3.2.1 NHVR (Sean Pederick) to provide the following figures with the next phase of reports:
 - The overall approval percentage
 - Permits applied for vs permits delivered

3.3 Transitional Notice Change

Changes to the Multistate Notice occurred on 10 February 2019. Feedback from some members of industry is that there has been some confusion and gaps within the notice. NHVR has implemented an automatic renewal function within the portal, as well as a conditions library. Use of the conditions library will assist with permit turnaround times, this library is already been utilised by DPTI. There is more work being undertaken to improve pre-approval and gazette routes.

Actions:

- 3.3.1 NHVR (Sean Pederick) to provide links from Power Point presentation to SWG-SA.
- 3.3.2 SARTA (Steve Shearer) to include applicable information in member bulletin.

4. OTHER BUSINESS

4.1 Road Friendly Suspension Compliance Plates

SARTA requested an update in regards to an operator being advised that they require 'Road Friendly Suspension Compliance Plates', NHVR advised that this is currently being amended by the NHVR Legal Team.

4.2 Heavy Vehicle Inspection Scheme

MTA sought an update in regards to the Heavy Vehicle Inspection Scheme. DPTI has advised that no update will be provided whilst tender negotiations are underway. Industry will be provided with an update by DPTI following this phase.

Meeting Close

The meeting closed at 12:00pm. The next meeting is scheduled for July 2019, group members have been asked to send through agenda items from today onwards.