



# Strategic Directions

2016

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# Introduction

As Australia's dedicated, independent statutory regulator for all vehicles over 4.5 tonnes gross vehicle mass, the National Heavy Vehicle Regulator (NHVR) provides leadership and drives sustainable improvements to safety, productivity and efficiency outcomes across the heavy vehicle transport sector and the Australian economy. We are working with industry and partner agencies to build a safe, productive and innovative heavy vehicle industry.

The establishment of the NHVR was agreed upon under an intergovernmental agreement between all Australian governments<sup>1</sup>. Our role and powers are set out in the *Heavy Vehicle National Law 2012 (Qld)* (HVNL) which has so far been given effect across Australia except Western Australia and the Northern Territory.

The NHVR formally opened for business on 21 January 2013, initially undertaking an agreed range of its responsibilities. These included Performance Based Standards (PBS) design and vehicle approvals and the National Heavy Vehicle Accreditation Scheme (NHVAS). The NHVR then assumed responsibility on 10 February 2014 for all of the regulatory functions within its remit (although some are subject to proclamation of the relevant parts of the HVNL).

It is now timely for us to articulate our long term vision for the regulation of the heavy vehicle industry in this country, to identify the key challenges, and to outline the strategies we propose to achieve our aims in the coming years.

The *NHVR Strategic Directions 2016* has two purposes:

- > to signal to industry, regulatory partners and other stakeholders, what our major regulatory challenges are and the actions we will take to address them.
- > to give direction, focus and guidance to our organisation in performing our current and future activities.

The document considers our strategic direction for at least the next 10 years. It is structured to reflect the HVNL's objectives of safety, productivity and sustainability and the underpinning objective of regulator capability. It also addresses the approach we will take to perform our role efficiently and effectively, as we continue to develop and mature as a national regulator.

<sup>1</sup> Council of Australian Governments, *Intergovernmental Agreement on Heavy Vehicle Regulatory Reform 2011*.







# Our Purpose

## Vision

Our vision is for a safe, efficient, productive heavy vehicle industry serving the needs of Australia.

## Mission

Through leadership and influence we administer a national statutory system that delivers consistent and streamlined regulatory services and administration to the Australian heavy vehicle road transport sector, minimising regulatory burdens while fostering greater safety and productivity.

## Our values

### People Matter

- Seek to understand
- Be respectful
- Set high standards
- Listen to others
- Do what we say we will

### Customer First

- Understand our customers
- Dynamic and responsive
- Service delivery excellence
- Accuracy in everything
- Act professionally

### We Add Value

- From start to finish
- Do work that matters
- Challenge ourselves
- Innovative ideas and solutions

### Strong Partnerships

- Build relationships
- Proactive approaches
- Work collaboratively
- Set direction together

## Key result areas

The NHVR will work to achieve our vision and deliver our mission by implementing targeted actions in each of the following key result areas:



**Safety** – minimising harm to drivers and passengers, other road users and property associated with heavy vehicle incidents.



**Productivity** – maximising the economic value of heavy vehicle activity by facilitating better, more efficient ways for the participants in the heavy vehicle industry to undertake their activities.



**Sustainability** – minimising the adverse impacts of heavy vehicles on the road infrastructure, environment and the community.



**Regulatory Capability** – ensuring the regulatory activities which the NHVR undertakes are proportionate, procedurally fair, evidence based and delivered in the most efficient and effective manner to achieve our vision and perform our role.







# Safety



## The heavy vehicle safety challenge

- > National road safety has improved<sup>2</sup> but continues to be of great concern to the community and governments.
- > Heavy vehicle safety has also improved but remains over-represented in the number of accidents<sup>3</sup>.
- > Inconsistent and less effective safety outcomes occur without coordinated national compliance, enforcement and assurance.
- > The focus of some operators is on avoiding compliance rather than addressing their safety risks.

## The NHVR will work towards a future where:

- > The causes and risk factors associated with heavy vehicle incidents are identified and understood; resulting in a material reduction in injuries, adverse health conditions and fatalities.
- > The regulatory framework supports operators and the supply chain in taking responsibility for their safety performance.
- > A consistent national assurance system that encourages industry safety improvements and targets highest risk activities and behaviours.
- > The heavy vehicle task is undertaken by safe and compliant operators.

## To achieve this, the NHVR will:

- > Align the National Heavy Vehicle Safety Strategy with other national road safety approaches.
- > Set and maintain appropriate safe operating standards for entry and participation in the industry.
- > Develop, maintain and share a single national heavy vehicle safety data resource.
- > Continuously review and seek to update the regulatory framework commensurate with industry maturity and adoption of their safety responsibilities.
- > Ensure key stakeholders and partners are aware of their obligations in supporting industry safety improvement.
- > Support industry to adopt safety management systems to manage their safety risks and continuously improve their performance.
- > Ensure operators and those in the supply chain are educated about their safety responsibilities and are informed about best practices in managing associated risks and compliance requirements.
- > Support the uptake of state-of-the-art safety and fleet-management technologies.
- > Focus national compliance, enforcement and assurance effort, intelligence, resources and capability on high-risk activities, behaviour and operators.

<sup>2</sup> Australian Transport Council, 2011, *National Road Safety Strategy 2011-2020*, Canberra, ACT

<sup>3</sup> Bureau of Infrastructure, Transport and Regional Economics, 2015, *Road trauma involving heavy vehicles 2014 statistical summary*, Canberra, ACT



## The heavy vehicle productivity challenge

- > The road freight task is growing rapidly with the Australian economy and is forecast to double from 2006 levels by 2030 and triple by 2050<sup>4</sup>.
- > With real heavy vehicle productivity growth slowing<sup>5,6</sup>, more emphasis has been placed on regulatory consistency and efficiency.
- > Relevant laws and regulations are not applied consistently across various jurisdictions; have been slow to change to meet new circumstances and may impede innovation.

## The NHVR will work towards a future where:

- > One set of national rules apply for similar vehicles operating in similar conditions, based on their actual risks to infrastructure and the community.
- > National access management is simple, consistent, transparent, fair and efficient.
- > Compliant and safe operators gain seamless access to the national network for their higher productivity vehicles.
- > An efficient regulatory framework, which implements continuous improvements, reduces the burden on industry and government, supports innovation and increases productivity.

## To achieve this, the NHVR will:

- > Ensure vehicles are defined and classified by nationally consistent standards, performance dimensions and risk ratings.
- > Ensure a simple, consistent, transparent and efficient national access management system.
- > Integrate demand, infrastructure conditions and vehicle performance into access decisions.
- > Encourage industry and road managers to take more responsibility for their contributions to timely access decisions.
- > Optimise access for high productivity vehicles and reduce the need for permits for low-risk vehicles.
- > Continuously review and update the regulatory framework to ensure consistency and support the uptake of innovative technology.

<sup>4</sup> PriceWaterHouseCoopers, 2009, *Meeting the 2050 Freight Challenge*, Commissioned by Infrastructure Partnerships Australia

<sup>5</sup> Department of Infrastructure and Regional Development, 2014, *Trends: Infrastructure and Transport to 2030*, Canberra, ACT

<sup>6</sup> Bureau of Infrastructure, Transport and Regional Economics, 2010, 'Heavy vehicle productivity trends and road freight regulation in Australia', Proceedings of Australasian Transport Research Forum 2010, Canberra, ACT, 29 September 2010 - 11 Oct 2010, pp. 3-4



# Productivity











# Sustainability



## The heavy vehicle sustainability challenge

- > Heavy vehicle environmental performance has improved<sup>7</sup> but as road freight continues to grow, more environmental improvements will be needed.
- > Network access is impeded by inadequate and ageing infrastructure.
- > Road managers continue to prioritise asset preservation over the network's productive capacity.

## The NHVR will work towards a future where:

- > The heavy vehicle industry continues to improve its environmental performance across a range of relevant indicators.
- > Heavy vehicle access to the national network is sustainable and optimises network performance.

## To achieve this, the NHVR will:

- > Support the heavy vehicle industry in setting progressive national sustainability targets in line with international standards.
- > Integrate environmental testing into vehicle standards, roadworthiness and operator programs.
- > Ensure key stakeholders and partners are well informed of their role in delivering sustainable access to network infrastructure.
- > Seek to influence national heavy vehicle-related infrastructure priorities to address critical bottlenecks and optimise network productivity.

<sup>7</sup> Department of Infrastructure and Regional Development 2012, *Review of Emission Standards (Euro VI) for Heavy Vehicles Discussion Paper*, Canberra, ACT

## The NHVR's regulatory capability challenge

- > The national law is overly prescriptive, should be better aligned to regulations and be more consistently applied.
- > National heavy vehicle data is fragmented, incomplete and difficult to access.


- > Service agreements between the NHVR and regulatory partners need to be outcome focused and proactively managed.
- > Funding for the Regulator has been a year-to-year proposition, rather than aligned to its three-year plan.

## The NHVR will work towards a future where:

- > We are recognised as Australia's single National Heavy Vehicle Regulator.
- > The national regulatory framework and functions are appropriately targeted, harmonised, up-to-date and outcome-driven, underpinned by evidence-based decision making through a national data set.
- > Strong stakeholder and partner relationships facilitate achievement of improved regulatory outcomes.
- > We are an efficient and effective organisation that delivers its regulatory obligations.

## To achieve this, the NHVR will:

- > Lead all key national heavy vehicle reform priorities.
- > Where appropriate and cost effective, be the lead agency but not always the deliverer of regulatory services.
- > Ensure agreements with service providers are outcome driven, proactively managed and cost effective.
- > Provide and maintain a single source of reference for all heavy vehicle regulatory matters.
- > Shape the national law and regulations to address challenges consistently across jurisdictions.
- > Build and maintain a national database for vehicles, operators, movements, routes and operating conditions that links to national registration, certification, assurance and compliance systems.
- > Engage with partners and stakeholders to inform them of their roles and responsibilities; advocate for our policy position on key issues; help to continuously improve the regulatory framework and to respond to shared challenges.
- > Build and maintain the capability of our organisation in line with our vision and priorities.



# Regulatory Capability









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