



Corporate Plan

2016-17 to 2018-19

Working together
today for a safer and
stronger heavy vehicle
industry tomorrow

About this Plan

The Corporate Plan (the Plan) presents the direction of the National Heavy Vehicle Regulator (NHVR) for the three year period 2016-17 to 2018-19. It is the principal planning and operational document outlining our purpose and the strategies to be implemented to achieve our objectives.

The Plan will guide us in meeting the expectations of our customers and stakeholders, comply with our legislative obligations and deliver national heavy vehicle regulatory reform.

Legislative requirement

The Plan has been developed in accordance with Chapter 12.3, Division 2, section 695, *Corporate Plans* of the *Heavy Vehicle National Law Act 2012 (Qld)* (HVNL). The relevant provision appears at the end of the Plan.

Key terms used in this Plan

Term	Meaning
Key Result Areas	Specific areas the NHVR will report against using performance measures
Objectives	NHVR's broader long term objectives
Initiatives	Specific statements of how the NHVR will work towards achieving its objectives over the three year period
Performance measures	Clear, unambiguous qualitative and quantitative measures against which the progress of each result will be tracked and reported

Foreword

We are pleased to present the Corporate Plan for the National Heavy Vehicle Regulator (NHVR) in accordance with the *Heavy Vehicle National Law Act 2012 (Qld)*.

The *NHVR Corporate Plan – Working together for a safer and stronger industry tomorrow*, presents the direction for the NHVR and its reform priorities for the next three years.

The focus of the past two years has been on laying the foundations for an effective regulatory entity and growing the NHVR's core capabilities. The Plan marks a major step forward and signifies an exciting and fresh chapter in the NHVR's journey.

Responsible Ministers have set clear expectations for the NHVR in 2016 and the years to follow. They've confirmed the Regulator is to lead some of the most significant national heavy vehicle reform initiatives this country has seen.

This Plan will see us mature and develop as a leading national regulator. Our focus is now on executing our core national safety, compliance and assurance, and productivity strategies. These will support and embed a strong safety culture and build tangible mechanisms to facilitate industry productivity.

The NHVR will continue to deliver on key national priority projects, including the digital transformation of the permit system, electronic work diaries, a national scheme for heavy vehicle registration, a roadmap to boost the roadworthiness of Australia's heavy vehicle fleet, a national plan to streamline compliance information and link compliance systems across jurisdictions.

Restructuring our engagement approach and consultation mechanisms has resulted in stronger, more resilient relationships with industry, government agencies and key decision-makers.

We better understand industry and road manager concerns and can test policy or operational proposals across a range of sectors. We are more agile in responding to local issues and better able to broker local solutions.

We continue to work with jurisdictional road transport authorities to agree on national standards for services delivered on our behalf and to embed them in formal service level agreements.

This Plan also positions us to meet our responsibility to boost safety for heavy vehicle drivers, passengers and all road users, through initiatives that set national heavy vehicle safety benchmarks and support operators to take responsibility for their safety performance.

We are now well equipped to provide high quality education and training to industry and service partners in our new purpose-built facilities. This a critical function that will grow markedly over the life of this Plan.

Above all we acknowledge and value our role as an impartial, independent regulator to ensure a well-functioning heavy vehicle industry.

We look forward to the next stage of our journey towards regulatory excellence.

The Hon Bruce Baird AM | Sal Petrocchio
Chair of the Board | **Chief Executive Officer**

Our vision

A safe, efficient and productive heavy vehicle industry serving the needs of Australia.

Our mission

Through leadership and influence we administer a statutory national 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

Our values guide and inform the internal culture and external business conduct of the NHVR.

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

About the NHVR

The National Heavy Vehicle Regulator (NHVR) is an independent statutory authority established in 2012 pursuant to the *Heavy Vehicle National Law Act 2012* (Qld) (HVNL) and is responsible for regulating all vehicles over 4.5 tonnes gross vehicle mass.

We administer the HVNL and Regulations and deliver a comprehensive range of regulatory services aligned with the “One regulator, one rulebook” philosophy.

We opened for business on 21 January 2013; managing accreditation under the National Heavy Vehicle Accreditation Scheme (NHVAS) and administering the Performance-Based Standards (PBS) Scheme.

The national law commenced one year later on 10 February 2014 in the Australian Capital Territory, New South Wales, Queensland, South Australia, Tasmania and Victoria, replacing six different sets of legislation with one national rule book. We continue to engage with government and industry in Western Australia and the Northern Territory with a view to those jurisdictions ultimately adopting the national law.

The Regulator is governed by the NHVR Board and has more than 150 staff working across eight functional units on a range of heavy vehicle policies, operational initiatives and ministerially-endorsed projects.

We report directly to responsible Ministers through the Transport and Infrastructure Council. The Council comprises the ministers for roads, transport and infrastructure in each jurisdiction and the Commonwealth, and is chaired by the Federal Minister for Infrastructure and Transport, the Hon Darren Chester MP.

Our role

We provide regulatory leadership to drive sustainable improvements in safety, productivity and efficiency outcomes across the heavy vehicle industry. We aim to minimise the compliance burden on the industry, reduce duplication and inconsistencies across state and territory borders and boost road safety.

Our operating environment

As Australia’s dedicated regulator for heavy vehicles, we are part of an industry that contributed nearly \$22.8 billion¹ to the nation’s economy in 2015 or 1.4% of GDP. This is on par with the electricity industry (1.5%), coal mining (1.1%) and agriculture (1.9%).

By cutting red tape and boosting industry efficiency, we’re driving growth in a sector that supported more than 41,000 specialised road freight businesses and employed nearly 257,000² people in 2015.

We work with more than 400 of the nation’s road managers, utility providers and rail authorities to maximise access to Australia’s \$280 billion road network and give regional economies the best chance for growth.

¹ Australian Bureau of Statistics (ABS), National Accounts 2015, Table 5 (Includes transport (freight and passenger), postal and warehousing) - NOTE: refers to transport and logistics industry

² IBIS World, Road Freight Transport in Australia (2015)

Current opportunities and challenges

The Regulator's federated model of governance, with a Board reporting to Australia's transport ministers through the Transport and Infrastructure Council, creates a unique opportunity for us to progress reform in partnership with state and territory transport agencies.

Already, substantial progress has been made since the establishment of the Regulator in harmonising policy and practice across borders, with the aim to provide substantial safety and productivity benefits for industry.

In accelerating our efforts to build a fit-for-purpose regulatory framework, we must also take account of the following opportunities and challenges, inherent and emerging, across the heavy vehicle supply chain.

Safety-focus mind shift

A regulatory framework supports operators and the supply chain in taking responsibility for their safety performance. The NHVR is committed to supporting all parts of the supply chain by providing accurate, high-quality tools, templates, information and guidance. Integral to this will be a comprehensive risk and evidenced-based program that will provide assurance to the Regulator, industry and community that these responsibilities are acquitted in a timely and effective manner.

Optimising Australia's road network

With nearly 80 per cent of Australia's road network under their direction, local government holds the key to optimising road access, boosting productivity and maximising opportunities to grow regional economies.

By dramatically restructuring our engagement with and support for local government over the past two years, the Regulator has witnessed increased confidence from local government infrastructure owners in terms of granting heavy vehicle access without requiring permits to be issued. Pre-approvals accelerate turnaround times for industry, while gazetting routes removes thousands of applications from the permit queue.

The Regulator will continue to work with all road managers to boost understanding of their obligations under the national law and develop tools and technologies that support risk-based assessment.

The NHVR continues to work closely with local government to manage any potential risks around 'last mile' access for the heavy vehicle industry.

Encouraging high-productivity vehicles

Australia leads the world in the certification of high productivity vehicles (HPVs) through the statutory PBS framework. This framework determines vehicle access to the road network through a risk-based assessment of a vehicle's on-road performance and capability, rather than standard measures of dimension and mass.

HPVs allow more freight to be moved more efficiently, reduce the impact on infrastructure and boost safety for all road users. Ultimately, this means fewer trucks, less congestion and better safety outcomes.

Through our engagement with local government, the Regulator has secured a national PBS network with PBS-approved vehicle routes now in all states and territories. The Regulator acknowledges the need to continue to work with local government to emphasise the benefits of HPVs travelling on that critical first and last mile.

HPVs generally appear much larger and longer than traditional freight carriers and are highly visible on the road network. This can trigger community concern. For Australia's heavy vehicle industry to truly maximise the benefits that HPVs and the PBS framework offer, the Regulator has an important role to play in shifting community perception.

Harnessing technology to support a national perspective

The NHVR is now well placed to take advantage of technology to provide a national perspective of the heavy vehicle industry. This will result in efficient industry regulations to enable greater safety and productivity outcomes.

National tools that support data and information sharing across jurisdictions boost the ability of the Regulator and its service partners to better understand heavy vehicle movements and operations, and allow more efficient allocation of resources to high-risk areas.

It is also vital to ensure that the regulatory framework keeps pace with available technologies, such as telematics, recognised in recent amendments to the HVNL that pave the way for Electronic Work Diaries (EWDs).

This Plan outlines several priority projects that seek to future-proof our operations, underpin our core strategies, and significantly boost the availability of national data sets to the Regulator, our partner agencies and industry. These include EWDs, a national registration scheme for heavy vehicles and the AccessCONNECT system for heavy vehicle permits.

Our Regulatory Compliance business unit is also working with road transport authorities, police and other agencies to develop a National Compliance and Information System (NCIS) that will link heavy vehicle monitoring, compliance and intelligence systems across all jurisdictions. The NHVR has established a National Data Sharing Memorandum of Understanding with road transport authorities and is progressing similar protocols with police and other agencies.

Boosting understanding of Chain of Responsibility obligations

All parties in the logistics chain have a role to play in boosting heavy vehicle safety. As part of its responsibility to administer the national law, the Regulator will educate and build industry and partner agency capacity to meet the obligations outlined under the Chain of Responsibility provisions of the HVNL.

This includes nationally consistent advice, guidance material and training to promote a safety culture and improved safety outcomes within the transport industry and throughout the supply chain. New guidelines for the registration of Industry Codes of Practice will also be published and implemented.

The Regulator will also lead the development and implementation of effective, nationally consistent standards and approaches to investigations, interventions and prosecutions and support partner agencies' activities to encourage industry to adopt compliant, safe work practices.



Objectives and initiatives for 2016–2019

A strategic approach

Integrated planning and reporting is a key component of the NHVR's Performance Management Framework. The Plan is directly aligned to the *NHVR Strategic Directions 2016* and forms the basis of the NHVR's Forward Work Program and annual business plans.

Results for the year against the objectives and milestones detailed in the Plan are monitored and reported internally to the NHVR Board and reported externally through the *Annual Report*, which is provided to responsible Ministers each September.

Our key result areas

The NHVR will be reporting against four Key Result Areas in this Plan using performance measures in accordance with the requirements detailed in the Australian Government's *Regulator Performance Framework*.

The Key Result Areas are:

Safety – minimise the harm associated with heavy vehicle crashes

Productivity – maximising the economic value of heavy vehicle activity by facilitating better and more efficient industry practices

Sustainability – minimise the adverse impacts of heavy vehicles on road infrastructure, the environment and the community

Regulatory Capability – ensure the NHVR's regulatory activities are proportionate, procedurally fair, evidence based, and efficiently delivered to achieve our vision and perform our role.

Planning assumptions

The Plan has been developed based on the following assumptions regarding our operating environment:

- the majority of participants in the heavy vehicle industry will continue to act responsibly in fulfilling their safety responsibilities
- our functions under the legislative framework will not be materially changed during the operation of this Plan
- our funding will be sufficient to deliver the key safety, efficiency and productivity priorities
- we will continue to engage constructively with and be supported by government and industry to achieve the objects of the HVNL.

'Your transition from growth to consolidation, and now to a period of stability, will deliver long-term benefits for both staff and for the industry'....

The Honourable Darren Chester, MP

Minister for Infrastructure and Transport

KEY RESULT AREA: **Safety**

Focus

Over the next three years, we will focus on establishing and embedding a strategic framework that makes safety the highest priority for the NHVR and industry. The framework will shape our efforts toward a strong safety culture across industry and build a repository of safety knowledge based on data and technology. This will foster strong safety partnerships and firmly reinforce our role as a national regulator with a strong safety focus.

Objectives and three year response

Objectives	Initiatives for 2016–2019
1.1 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	1.1.1 A well established, evidence-based safety focus for NHVR products and programs underpinned by the National Heavy Vehicle Safety Strategy 1.1.2 Lead a considered and appropriate approach in the assessment, investment and procurement of infrastructure, systems, equipment and new technologies to improve assurance and enforcement activities 1.1.3 Collect, analyse, use and share data on hazards, risks, near misses, incidents, incident causes, trends and countermeasures 1.1.4 Initiate an effective process for the reporting and investigation of incidents/near misses within a regulatory just culture framework
1.2 The regulatory framework supports operators and the supply chain in taking responsibility for their safety performance	1.2.1 Certify operators who adopt safety management systems to manage their risks and improve their own safety performance 1.2.2 Develop our education capacity and ensure industry participants are informed about their safety responsibilities and aware of how to improve their practices to achieve compliance 1.2.3 Provide appropriate, accessible and usable advice and guidance material that fosters the uptake of desired safety related behaviours 1.2.4 Assist certified and compliant operators to engage with best practice safety research bodies and have access to innovative technologies
1.3 A consistent national assurance system that encourages industry safety improvements and targets highest risk activities and behaviours	1.3.1 Apply appropriate and proportionate preventative and corrective interventions in response to actual risk determined through analysis of relevant and timely data 1.3.2 Working with industry groups to develop safety and regulatory compliance tools, education and guidance materials 1.3.3 Continue to enhance national consistency in compliance and enforcement approaches
1.4 The heavy vehicle task is undertaken by safe and compliant operators	1.4.1 Build the capacity for intelligence based systems to identify compliant operators and target high risk operators 1.4.2 Improve the full range of interventions so that unsafe operators are compelled to improve their performance or, in appropriate cases, stop operating

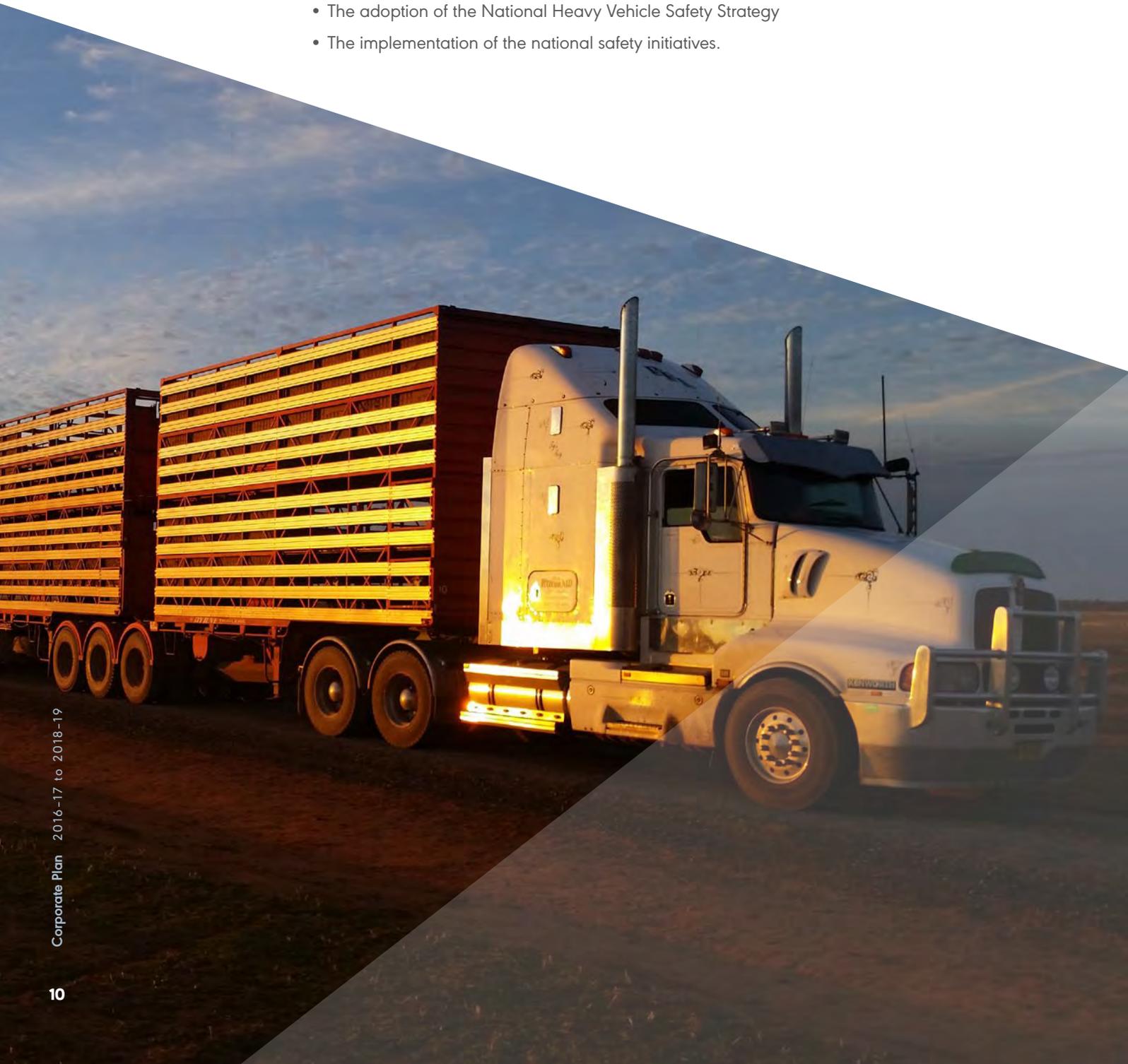
Specific areas of focus for 2016–17

- National Heavy Vehicle Safety Strategy
- Safety Risk Management Framework
- National Heavy Vehicle Compliance and Assurance Strategy
- Chain of Responsibility enforcement capability and guidelines
- Electronic Work Diaries Project
- Industry Codes of Practice
- National Compliance Information System (NCIS) Feasibility Project
- Industry guidance, education and information
- Roadworthiness Project

Performance measures for 2016–17

We will measure our performance by:

- The adoption of the National Heavy Vehicle Safety Strategy
- The implementation of the national safety initiatives.



KEY RESULT AREA: Productivity

Focus

Over the next three years the strategic framework will make industry productivity a key priority for the NHVR. To do this, we will focus resources and energy on developing and implementing consistent standards, which incorporate relevant, quality data and provides an environment for industry and government to realise an efficient, productive, safe and sustainable road freight system.

Objectives and three year response

Objectives	Initiatives for 2016–2019
2.1 One set of national rules apply for similar vehicles operating in similar conditions, based on their actual risks to infrastructure and the community	2.1.1 Develop and implement national notices and legislative changes 2.1.2 Assist road managers to make more timely decisions on 'last mile' access decisions 2.1.3 Collect and analyse data on the application of inconsistent restrictions or refusal by road managers on similar types of vehicles
2.2 National access management is simple, consistent, transparent, fair and efficient	2.2.1 Improve the service delivery and customer service aspects of the current national access management business by developing and implementing a consistent, transparent and efficient national access management system 2.2.2 Ensure operators are aware of requirements to gain access to their preferred routes
2.3 Compliant and safe operators gain seamless access to the national road network for their higher productivity vehicles	2.3.1 Enhance the PBS Scheme to provide improved consistency in PBS network and become the new standard 2.3.2 Ease of access for operators who use in-vehicle monitoring technology to enhance safety
2.4 An efficient regulatory framework, which implements continuous improvements, reduces the burden on industry and government, supports innovation and increases productivity	2.4.1 Creation of consistent standards across access conditions, heavy vehicle classifications, maintenance and inspection regimes, language and terminology and other relevant regulatory requirements 2.4.2 Increase knowledge of industry and expertise of road managers to facilitate consistent, timely, productive and efficient outcomes 2.4.3 Positively support heavy vehicle productivity through innovation, research and emerging technologies

Specific areas of focus for 2016–17

- National Data Strategy Project
- National Heavy Vehicle Productivity Strategy
- AccessCONNECT Program – a new online permit system and process improvements
- Review and rationalisation the PBS Scheme and streamline the certification and acceptance of PBS vehicles
- National Notices – harmonisation of transitional notices and pre-approval work program
- Access management policy work program
- National Notices work program

Performance measures for 2016–17

We will measure our performance by:

- Increased proportion of the total network accessible by a broader range of heavy vehicles (including higher productivity vehicles) as of right or under notice arrangements
- Decreasing proportion of operators required to apply for access permits
- Improvements in the turnaround time for permits.



KEY RESULT AREA: Sustainability

Focus

The NHVR aims to minimise the adverse impacts of heavy vehicles on the environment, road infrastructure and the community. Over the next three years we will establish the foundational elements to achieve these aims.

Objectives and three year response

Objectives	Initiatives for 2016–2019
3.1 The heavy vehicle industry continues to improve its environmental performance across a range of indicators	3.1.1 Understand the current state of environmental performance across the heavy vehicle fleet 3.1.2 Provide appropriate, accessible and usable advice and guidance material that fosters the uptake of desired sustainability-related behaviours
3.2 Heavy vehicle access to the national network is sustainable and optimises network performance	3.2.1 Work with road managers to preserve their assets in accordance with their lifespan while balancing productivity 3.2.2 Reduce the growth rate of heavy vehicles on the road network through expansion of the application of higher productivity vehicles

Specific areas of focus for 2016–17

- Roadworthiness Program
- AccessCONNECT Program
- PBS Scheme

Performance measures for 2016–17

We will measure our performance by ensuring:

- Completion of a baseline study to determine the current state of environmental performance across the heavy vehicle fleet and identify appropriate measures for future improvement
- Increased percentage of PBS applications approved by the NHVR.

KEY RESULT AREA: Regulatory Capability

Focus

We will continue to monitor our work and governance arrangements to improve our operational activities, regulatory services and support functions. This will ensure our decisions are fair, lawful, consistent, evidence-based and reflect systematic evaluation.

Objectives and three year response

Objectives	Initiatives for 2016–2019
4.1 We are recognised as Australia's single National Heavy Vehicle Regulator	<p>4.1.1 Position to be recognised as a primary source of leadership and advice for all critical heavy vehicle reform priorities</p> <p>4.1.2 Provision of regulatory services in a way that aligns with a defined and effective service delivery model</p> <p>4.1.3 Proactively manage service delivery agreements in line with efficient and effective performance-based contract management principles</p>
4.2 The national regulatory framework and functions are appropriately targeted, harmonised, up-to-date, outcome-driven and underpinned by informed evidence-based decision-making through a national data set	<p>4.2.1 National Data Strategy that supports the provision of safety critical data for timely and effective decision making</p> <p>4.2.2 Refinement of the national law and regulations to address challenges consistently across jurisdictions</p> <p>4.2.3 Establishment of an internal safety program that manages regulatory risk and responsibilities effectively and efficiently</p>
4.3 Strong stakeholder and partner relationships facilitate achievement of improved regulatory outcomes	<p>4.3.1 Regular and targeted engagement with industry to encourage greater acceptance of its obligations to develop and maintain high standards of safety and compliance</p> <p>4.3.2 Continue to build more effective, supportive and responsive relationships with local and state road managers</p> <p>4.3.3 Continue to build effective and constructive relationships with heavy vehicle regulatory agencies</p> <p>4.3.4 Shape safety, productivity and sustainability outcomes through strong and influential advocacy</p>
4.4 We are an efficient and effective organisation that delivers its regulatory obligations	<p>4.4.1 Maintain appropriate corporate governance arrangements to deliver, open, transparent and accountable decision making</p> <p>4.4.2 Attract and retain appropriately skilled staff and optimise their capability and performance in meeting NHVR obligations</p> <p>4.4.3 Develop long term funding strategy post 2018–19 to ensure financial viability</p>



Specific areas of focus for 2016–17

- Red tape reduction work program
- National Data Strategy
- Development of a regulatory Safety Program
- Organisational Electronic Document and Records Management System (EDRMS)
- Targeted industry training programs
- Local government support program

Performance measures for 2016–17

We will measure our performance by:

- Securing unqualified financial statements and maintaining financial viability
- Measuring and benchmarking staff satisfaction through an annual staff survey
- Surveying industry participants, road managers and jurisdictional stakeholders to ensure our communications are clear, targeted and effective
- Surveying industry participants to validate that the NHVR's dealings with industry are open and transparent and assist the operation of regulated entities under the HVNL
- Surveying industry participants, road managers and jurisdictional stakeholders to check how well we are contributing to the improvement of regulatory frameworks
- Responding quickly and appropriately to ministerial guidance and directions
- Meeting our statutory accountability requirements.



National Performance Measures

Each of the performance standards under the National Performance Measures will be evaluated in each of the three years covered by this Plan. Baseline measurements against these performance standards will be reported in the *2016-17 Annual Report*. The completion of the NHVR National Data Strategy, articulated in this Plan will be used to inform these standards.

Performance measure	Performance standard	2016-17	2017-18	2018-19	Examples of indicators/evidence
1 The NHVR facilitates the efficient operation of regulated entities	• Increased proportion of the total network accessible by a broader range of heavy vehicles (including HPVs) as of right or under notice arrangements	☑	☑	☑	<ul style="list-style-type: none"> • Regulatory service delivery data trends • Call centre volume data • Existence of stakeholder engagement processes • Service delivery standards published on NHVR website • Ongoing internal audit schedule against regulatory service delivery functions
	• Decreasing proportion of operators required to apply for access permits	☑	☑	☑	
	• Improvements in turnaround time for permits	☑	☑	☑	
	• Regulatory service delivery targets are met and published on the NHVR website	☑	☑	☑	
	• Stakeholder feedback is positive overall	☑	☑	☑	
2 Communication with the heavy vehicle industry is clear, targeted and effective	• Comply with the government accessibility guidelines	☑	☑	☑	<ul style="list-style-type: none"> • Existence of web services/ knowledge and information processes • Existence of material on NHVR website • Performance results published in annual report • Record of all consultation processes • Existence of publicly available feedback mechanisms • Existence of evidence-based process informing the content and targeting of educational and promotional activities
	• Legislation, regulations, policies, manuals, guidance material available on NHVR website	☑	☑	☑	
	• Performance results are published	☑	☑	☑	
	• Stakeholder feedback mechanisms maintained through the use of industry forums, public consultation processes and clear complaints management processes	☑	☑	☑	
	• Stakeholder feedback is positive overall	☑	☑	☑	
	• Education and promotion activities are informed by an evidence-based process	☑	☑	☑	

Proposed 2016–2019 budget

	FY16–17 (\$,000)	FY17–18 (\$,000)	FY18–19 (\$,000)
Revenue			
Regulatory Income ³	148,000	148,000	148,000
Accreditation fees for service (NHVAS)	2,015	2,015	2,015
Access fees for service	675	675	675
Total	150,690	150,690	150,690

Less:

Expenditure			
Service agreement payments ⁴	104,292	93,792	93,792
Service agreement payments national service delivery		10,500	10,500
Loan repayments to participating states and territories ⁵	1,583	1,816	1,900
Project expenditure ⁶	10,496	10,496	10,496
Operating costs of the NHVR	34,319	34,086	34,002
Total	150,690	150,690	150,690

Net Surplus/ (Deficiency)	0	0	0
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³ Regulatory income for FY17–18 to be determined in May 2016 at the Transport and Infrastructure Council

⁴ Compliance and enforcement activities are provided by participating jurisdictions under service agreements

⁵ Loan repayments as per schedule following pay out of Tasmanian loan and forgiveness of New South Wales' loan

⁶ Future project expenditure to be determined





Forward work program 2016–2019

2016–17 2017–18 2018–19

Regulatory and Legal			
Heavy Vehicle National Law Red Tape Reduction Program Aims to simplify and streamline the legislation’s operations and incorporates legislative maintenance program	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Productivity and Safety			
National Heavy Vehicle Safety Strategy An integrated framework of regulatory intervention that encompasses safety policy and objectives, risk management, safety management systems continuous improvement and the NHVR Safety Program	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Safety Risk Management Framework Framework encompassing a risk management policy, risk management database, safety reporting, hazard identification and assessment	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Productivity Strategy Encompassing standard definitions and conditions for B-double and road trains, higher mass limit vehicles, agricultural equipment, PBS Level 2 notice for key freight routes; standard vehicle and road manager permit conditions and the Heavy Vehicle Classification Framework	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Regulatory Compliance			
National Compliance Information System Feasibility Completion of technology trials to prove the feasibility of utilising existing jurisdictional heavy vehicle monitoring systems in a national network and completion of the business case assessing the costs and benefits of different development and implementation options for Council consideration	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
National Compliance and Assurance Strategy Developed by the NHVR, the strategy will establish the future direction for the delivery of innovative, consistent, effective and efficient heavy vehicle regulatory services nationally	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Chain of Responsibility Encompassing implementation of the amendments to the HVNL that extend primary duties for the safe operation of a heavy vehicle; development and delivery of the Industry Education Program; development and implementation of National Investigation Standards; development and implementation of National Prosecution Principles and Guidelines; National CoR Framework , including cross-border collaboration and development of best practice CoR guidance material	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Industry Codes of Practice Development, implementation and publication of guidelines and process for the registration of Industry Codes of Practice	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Strategy			
Electronic Work Diaries Delivering a voluntary electronic work diary system to allow drivers and operators an alternative to the current written work diary scheme	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Roadworthiness Program The program seeks to reduce the social, environmental and economic impacts of unroadworthy heavy vehicles by developing a risk-based inspection regime for consideration by the Transport and Infrastructure Council	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
National Heavy Vehicle Registration Scheme Completing the cost benefit analysis of options to implement a National Heavy Vehicle Registration Scheme for final business case to be considered by the Transport and Infrastructure Council in November 2016	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
National Services Transition – South Australia HVNL regulatory services currently provided by the South Australian Department of Planning, Transport and Infrastructure under Service Agreement, to transition to NHVR responsibility	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	



Heavy Vehicle National Law Act 2012 (Qld)

Extract from Chapter 12, Part 12.3, Division 2, s695, Corporate Plans

- (1) The Regulator must, on an annual basis, prepare and give to responsible Ministers for approval by the Ministers a corporate plan for each three year period
- (2) The corporate plan must –
 - (a) Outline the Regulator’s objectives for the three year period; and
 - (b) State how the Regulator’s objectives will be implemented during the three year period; and
 - (c) Contain a statement outlining the National Performance Measures (Standards and Indicators), determined by the Regulator under subsection (4), for the three year period, including (but not limited to) annual measures for each of the three years specifying –
 - (i) The standards expected to be complied with for each year; and
 - (ii) The performance indicators proposed to be used for measuring the Regulator’s progress in implementing the Regulator’s objectives during the year; and
 - (d) Identify the challenges and risks that the Regulator reasonably believes may have a significant impact, during the 3 year period, on –
 - (i) The Regulator’s ability to implement the Regulator’s objectives; and
 - (ii) The achievement of the objective of this Law; and
 - (iii) The exercise of the Regulator’s functions; and
 - (e) Include the Regulator’s proposed budget for each financial year commencing within the 3 year period
- (3) The Regulator must, by notice given to the responsible Ministers, advise the Ministers if either of the following occurs –
 - (a) The Regulator makes significant amendment to its corporate plan
 - (b) The Regulator becomes aware of an issue that will have a significant impact on its ability to implement the objectives stated in the corporate plan
- (4) The Regulator must publish documentation for the National Performance Measures on the Regulator’s website and determine National Performance Measures on the Regulator’s website and determine National Performance Measures (Standards and Indicators) in accordance with the documentation

‘From the paddocks to the ports, and to our cities and towns, the transport and freight industry contributes significantly to the livelihood of everyday Australians and our national prosperity’ *Bruce Baird, AM*

Chair, NHVR Board





Contact us

For further information about the NHVR's activities, functions and services, please visit our website or contact us via:

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