



# Corporate Plan

2017-2020

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

A white Volvo truck with a green stripe is driving on a dirt road through a vast green vineyard at sunset. The truck is moving from right to left across the frame. The vineyard is densely packed with green grapevines, and the background shows a flat landscape under a warm, orange sky with some clouds.

## About this Plan

The *NHVR Corporate Plan 2017-2020* (the Plan) presents the objectives of the National Heavy Vehicle Regulator (NHVR) for the three year period 2017-18 to 2019-20. It is the principal planning and operational document outlining our purpose and the strategies to achieve our objectives.

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

### Legislative requirement

The Plan complies 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 this document.



## Foreword

We are pleased to present the *NHVR Corporate Plan 2017-2020* in accordance with the *Heavy Vehicle National Law Act 2012 (Qld)*.

The Plan outlines our objectives and reform priorities for the Australian heavy vehicle road transport sector over the next three years.

In 2016, we undertook a series of strategic planning activities which resulted in the publication of two significant planning documents for the NHVR.

The *NHVR Strategic Directions 2016* sets out our long term vision for the regulation of the heavy vehicle road transport sector and outlines our strategic priorities for the next 10 years.

*Setting the Agenda - Strategies for a Safer, Productive and more Compliant Heavy Vehicle Industry 2016 - 2020* refines the long term vision and outlines our three core strategies of Safety, Compliance and Assurance and Productivity. These strategies have a five year focus with the target to shape the regulatory environment with our partners by 2020.

The Plan refreshes last year's Corporate Plan and has a particular focus on alignment with our five and 10 year strategies.

The Plan will be the basis for operational planning. It provides a framework for functional areas to build more detailed business plans, work programs and to identify and manage risks.

The strategies in the Plan are focused on our future direction. This does not detract from the importance of our ongoing regulatory services and activities, which are fundamental to our role.

We are guided by the direction set by responsible Ministers, which is that the primary consideration for all regulatory activity must lead to enhanced safety, and productivity and efficiency outcomes for the heavy vehicle road transport sector.

All our people have a role in this to innovate and implement initiatives supporting the NHVR direction.

By implementing the Plan, we will maximise our opportunities for success. The NHVR Board and Executive Leadership Team value the commitment and contribution of our people, and we look forward to working together to achieve the Plan.



The Hon Bruce Baird AM  
Chair of the Board



Sal Petrocchio  
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 whilst fostering greater safety and productivity.

## Our values

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

<b>People matter</b>	Seek to understand Be respectful Set high standards Listen to others Do what we say we will
<b>Customer first</b>	Understand our customers Dynamic and responsive Service delivery excellence Accuracy in everything Act professionally
<b>We add value</b>	From start to finish Do work that matters Challenge ourselves Innovative ideas and solutions
<b>Strong partnerships</b>	Build relationships Proactive approaches Work collaboratively Set direction together

## About the NHVR

### Who we are

As Australia's dedicated, independent statutory regulator for all vehicles over 4.5 tonnes gross vehicle mass, the NHVR provides leadership and drives sustainable improvements to safety, productivity and efficiency outcomes across the heavy vehicle road transport sector and the Australian economy.

The establishment of the NHVR was agreed upon under an intergovernmental agreement between all Australian governments. Our role and powers are set out in the HVNL which has so far been given effect across the Australian Capital Territory, New South Wales, Queensland, South Australia, Tasmania and Victoria, replacing six different sets of legislation with one. We continue to engage with government and industry in Western Australia and the Northern Territory with a view towards a single national standard.

We formally opened for business on 21 January 2013, initially undertaking an agreed range of responsibilities. These included managing accreditation under the National Heavy Vehicle Accreditation Scheme (NHVAS) and administering the Performance-Based Standards Scheme (PBS).

The HVNL commenced one year later on 10 February 2014, although some regulatory functions are subject to the proclamation of the relevant parts of the legislation.

The Regulator is governed by the NHVR Board and has more than 220 staff working in six functional units on a range of heavy vehicle policy and operational services as well as a number of nationally significant projects.

We report to responsible Ministers through the Transport and Infrastructure Council. The Council comprises the ministers for roads, transport, planning 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

Our purpose and functions as a regulator are established by the HVNL and activities are guided by our statutory mandate. Accordingly, we seek to ensure public safety; to manage the impact of heavy vehicles on the environment, road infrastructure and public amenity; and to encourage innovation, productivity and safety. To do this, we work in partnership with our state and territory counterparts, local governments, other agencies and industry bodies.

# Current opportunities and challenges

The freight and supply chain is dynamic with many factors that influence the heavy vehicle road transport sector. This presents a number of opportunities and challenges in meeting our strategic goals.

## Safety

- Reducing serious injuries, fatalities, property and infrastructure damage and emissions involving heavy vehicles.
- Inconsistent and less effective safety outcomes currently occur against the background of uncoordinated national compliance, enforcement and assurance.
- Making safety the number one priority for all involved in road transport related activities.

## Productivity

- Relevant laws and regulations are not applied consistently across various jurisdictions and have been slow to change to meet new circumstances, thereby frustrating innovation.
- Addressing perceptions of an uncompetitive and inequitable operating environment (a lack of a level regulatory playing field).
- Improving coordination and consistency in responding to the demands of the rapidly growing road freight task.
- Influencing the operating environment, including Australian Design Rules and infrastructure planning to enhance productivity.

## Sustainability

- Heavy vehicle environmental performance has improved<sup>1</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.
- Embracing innovative technology that will influence vehicle design, compliance and assurance models and tools, vehicle-to-vehicle and vehicle-to-infrastructure safety.

## Regulatory Capability

- Creating a truly national heavy vehicle regulator across the country.
- A complex operational and regulatory environment has existed which has resulted in a lack of harmonisation.
- A complex legislative framework that can be difficult to administer and implement.
- National heavy vehicle data are fragmented, incomplete and difficult to access, limiting effective and responsive decision-making by the NHVR.
- Engaging with stakeholders to create effective partnerships which translate into consistency and transparency for industry.
- Continuing to develop as a progressive regulator that attracts and retains capable, experienced and professional people.

These opportunities and challenges were considered as the basis of our objectives and strategies for 2017-2020.

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<sup>1</sup> Department of Infrastructure and Regional Development 2012, Review of Emission Standards (Euro VI) for Heavy Vehicles Discussion Paper, Canberra, ACT

# Objectives and strategies for 2017–2020

## A strategic approach

Integrated planning and reporting is a key feature of our Performance Management Framework. The Plan is directly aligned to our 10 year vision articulated in *NHVR Strategic Directions 2016* and five year core strategies outlined in *Setting the Agenda – Strategies for a Safer, Productive and more Compliant Heavy Vehicle Industry 2016–2020*. Our Forward Work Program and annual business plans are based on it.

Results for the year against the objectives and measures detailed in the Plan are monitored and reported quarterly to the NHVR Board, and reported externally through the Annual Report, provided to responsible Ministers each September.

## Our key result areas

We will be reporting against four Key Result Areas in this Plan, using performance measures aligned with the requirements of the Australian Government's *Regulator Performance Framework*.

The Key Result Areas are:

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

**Productivity** – maximising the economic value of the heavy vehicle road transport industry.

**Sustainability** – minimising the adverse impacts of heavy vehicles on Australia's roads and related infrastructure.

**Regulatory Capability** – ensuring the performance of efficient and effective regulatory functions and services.

## Planning assumptions

The Plan assumes:

- The majority of participants in the heavy vehicle road transport sector will continue to act responsibly in fulfilling their safety responsibilities.
- Our functions under the legislative framework will not change materially during the operation of the 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 at all levels, other agencies and industry to achieve the objects of the HVNL.



## Key result area: **Safety**

Over the next three years, we will focus on establishing and embedding a strategic framework that places safety as the highest priority for the NHVR and industry. The framework will shape our efforts towards encouraging a strong safety culture across industry, building a repository of safety knowledge based on data and technology, fostering strong safety partnerships and firmly reinforcing our role as a national regulator with a strong safety focus.

### Objectives and strategies

Objectives <i>What we want to achieve</i>	Strategies <i>How we will achieve them</i>
1.1 Risk-based safety standards for the heavy vehicle industry are established	1.1.1 Develop and maintain heavy vehicle safety standards including entry and exit criteria 1.1.2 Commence and maintain a regulatory reform program enabling a flexible and responsive approach to improving safety and productivity within industry 1.1.3 Review the oversight and control of safety-related schemes and licensing 1.1.4 Develop a heavy vehicle incident investigations analysis capability that focuses on causal factors and behavioural decision making 1.1.5 Monitor and analyse emerging technologies, safety-related trends, data and risk factors for the purpose of continuous improvement, risk and evidence based decision making
1.2 Assurance activities are consistent and effective	1.2.1 Develop a consistent approach to interventions and investigations incorporating national standards and methodologies 1.2.2 Lead the development of a secure national compliance and assurance data and information sharing framework 1.2.3 Utilise Chain of Responsibility laws to drive compliant behaviour and best practice throughout the entire supply chain
1.3 The heavy vehicle industry is capable and committed to facilitating a strong safety culture	1.3.1 Establish joint safety initiatives with industry, partner agencies and other key stakeholders 1.3.2 Deliver consistent and quality messaging in relation to safety management systems, performance standards and effective risk management

### Specific areas of focus for 2017–18

- Develop Safety Management Systems including the Safety Risk Management Framework.
- Continue to deliver the Chain of Responsibility education and awareness program to support the changes being implemented to the HVNL.
- Continue to work with industry in the development and adoption of Industry Codes of Practice.
- Continue development and implementation of the National Services Transition program of work.
- Continue progress with the Roadworthiness, Electronic Work Diaries and the National Compliance Information System Programs.
- Finalise the review of the NHVAS.
- Develop the NHVR Incident Reporting Framework.
- Develop the National Operations and National Investigations manuals to improve enforcement and compliance capabilities.



## Key result area: Productivity

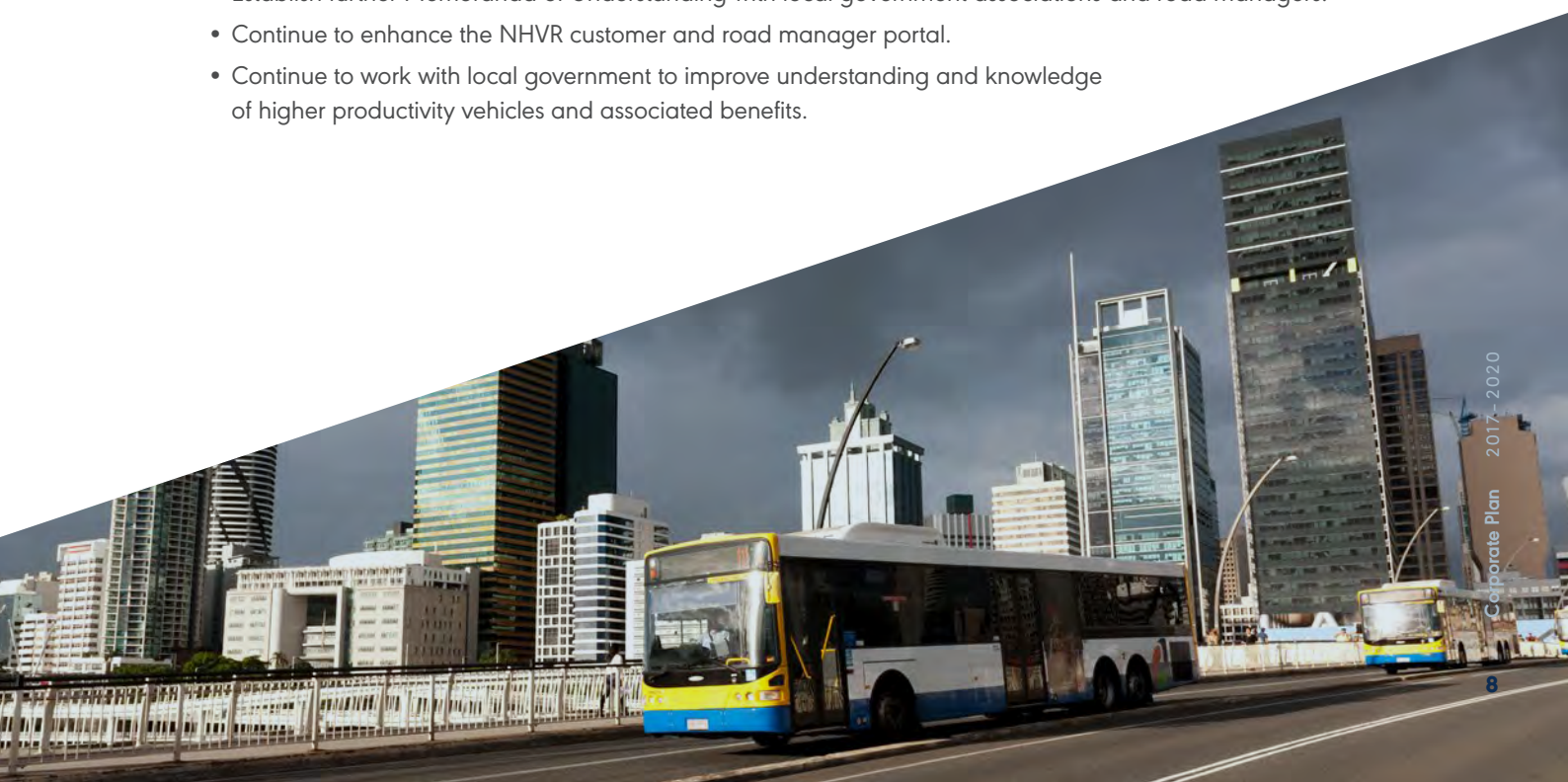
Over the next three years we will make improving and enhancing industry productivity, a key priority for the NHVR. To do this, we will focus resources and energy to develop and implement consistent standards which reflect relevant, valid, high quality data and provide an environment for industry and government to realise an efficient, productive, safe and sustainable road freight system.

### Objectives and strategies

Objectives <i>What we want to achieve</i>	Strategies <i>How we will achieve them</i>
2.1 Heavy vehicles are operating on road networks through an efficient, consistent and productive framework	2.1.1 Develop, review and refine legislation, standards and operational policy to support efficient and consistent operation of heavy vehicles on the networks 2.1.2 Increase the proportion of the total network accessible by a broader range of heavy vehicles (including higher productivity vehicles) through pre-approvals or under notice arrangements 2.1.3 Increase industry's knowledge and awareness to facilitate consistent, timely, productive and efficient outcomes
2.2 Heavy vehicle access decisions are timely, transparent, fairly considered and are applied consistently	2.2.1 Enhance road manager capability and knowledge to support access decisions and improve the turnaround time for access decisions 2.2.2 Collect and analyse data on decisions made by road managers and facilitate their decision making
2.3 The development and adoption of innovative technology and research that delivers productivity benefits to industry is supported	2.3.1 Increase ease of access for operators who use in-vehicle monitoring technology to enhance safety 2.3.2 Optimise access for higher productivity vehicles and reduce the need for permits for low-risk vehicles

### Specific initiatives for 2017-18

- A planned and structured return of permit delegations from jurisdictions.
- Review the PBS Scheme to enhance greater participation.
- Continue to reduce the number of permits required to be issued through the development of national notices.
- Establish further Memoranda of Understanding with local government associations and road managers.
- Continue to enhance the NHVR customer and road manager portal.
- Continue to work with local government to improve understanding and knowledge of higher productivity vehicles and associated benefits.



## Key result area: Sustainability

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

### Objectives and strategies

Objectives <i>What we want to achieve</i>	Strategies <i>How we will achieve them</i>
3.1 The use of higher productivity vehicles is increased in order to minimise the impact of heavy vehicles on the environment	3.1.1 Improve the level of access for higher productivity vehicles
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 seeking higher productivity 3.2.2 Ensure key stakeholders and partners are well informed of their roles in delivering sustainable access to network infrastructure 3.2.3 Seek to influence national heavy vehicle-related infrastructure priorities to address critical bottlenecks and optimise network productivity
3.3 The heavy vehicle industry continues to improve its environmental performance	3.3.1 Determine the current state of environmental performance across the heavy vehicle fleet 3.3.2 Integrate environmental testing into vehicle standards, roadworthiness and operator programs 3.3.3 Support the heavy vehicle industry in setting progressive national sustainability targets in line with international standards

### Specific initiatives for 2017-18

- Continue progress of the Roadworthiness Program.
- Review the PBS Scheme to enhance greater participation.
- Develop and implement the Road Manager Risk Assessment Framework.
- Continue to work with the Australian Road Research Board on the development and support of the restricted access vehicle route assessment tool.
- Continue to enhance the key freight routes across the country.



## Key result area: Regulatory Capability

We will continue to strengthen our work and governance arrangements to improve our operational activities, regulatory performance and other support functions. We will seek to ensure our decisions are fair, lawful, consistent and evidence-based.

### Objectives and strategies

Objectives <i>What we want to achieve</i>	Strategies <i>How we will achieve them</i>
4.1 We are recognised as Australia's single NHVR, the primary source of leadership and advice for all critical heavy vehicle reform priorities	4.1.1 Transition operational legislation and regulatory development from the National Transport Commission to the NHVR 4.1.2 Strengthen national harmonisation through an overarching regulatory framework 4.1.3 Develop and establish regulatory assurance and risk management frameworks to drive evidence based decision making to support our regulatory functions and activities
4.2 Our national regulatory services are efficient and effective	4.2.1 Develop sustainable, cost effective funding arrangements that deliver value for money 4.2.2 Align functions and capabilities to meet the future demands of delivering regulatory services nationally 4.2.3 Enhance our service delivery capability in a way that aligns with a defined and effective service delivery model 4.2.4 Evaluate, refine and manage our agreements with third parties
4.3 Efficient, effective governance, business processes and systems meet user needs and supports effective decision making	4.3.1 Continuously improve our governance arrangements to deliver fair, open, transparent and accountable decision making 4.3.2 Establish an integrated information platform that supports the delivery of our regulatory oversight and services and provides a single national source of data
4.4 Strong stakeholder and partner relationships facilitate achievement of improved regulatory outcomes	4.4.1 Regular, effective and targeted engagement with industry 4.4.2 Continue to build more effective, supportive and responsive relationships with local and state road managers 4.4.3 Continue to build effective and constructive relationships with counterpart heavy vehicle regulatory agencies and police forces
4.5 A safe working environment and a high performing, collaborative culture	4.5.1 Ensure our workplace health and safety priorities are included in our organisation-wide safety program 4.5.2 Attract and retain appropriately skilled staff and optimise their capability and performance 4.5.3 Embed and give effect to our values

### Specific initiatives for 2017-18

- Develop the Regulatory Safety Program.
- Complete the transition of services from South Australia, including the establishment of a new NHVR office.
- Conduct the third Cost Recovery Study against service agreements with jurisdictions and implement findings.
- Continue the transition of service delivery responsibility from the jurisdictions through the National Services Transition Project.
- Develop our National Services Catalogue.
- Design and commence development of the Safety and Compliance Regulatory Platform.
- Continue to implement projects from the Commonwealth grant funding for road safety initiatives.

# National Performance Measures

We will measure our performance in the achievement of our objectives through the NHVR's National Performance Measures, developed using the Australian Government's *Regulator Performance Framework* as its basis. For the Plan, performance standards have been refined to ensure alignment to the relevant Key Result Area, they are outcome focused and have defined annual indicators.

National Performance Measure	Corporate Objective	Performance Standard	Annual Indicator
1. The NHVR facilitates the efficient operation of regulated entities	2.1 Heavy vehicles are operating on road networks through an efficient, consistent and productive framework	Increased proportion of network accessible by restricted access vehicles (including higher productivity vehicles), by pre-approvals and gazettals	40% increase in pre-approvals annually 20% increase in updates of gazetted networks annually
		Valid applications are processed and road manager consent is sought in a timely manner	90% of applications that require road manager consents are progressed within one business day
		Reduce the number of heavy vehicle permits as a result of new notices	10% reduction in heavy vehicle permits annually
	2.2 Heavy vehicle access decisions are timely, transparent, fairly considered and are applied consistently	Road managers are reminded of their responsibilities about their consent to access	100% of Road Managers are followed up about their consents within seven days
	2.3 The development and adoption of innovative technology and research that delivers productivity benefits to industry is supported	Level of operator uptake of in-vehicle monitoring technology	10% increase of PBS combinations approved by the NHVR
		Number of innovative vehicles has increased	10% increase of PBS combinations approved by the NHVR
	4.1 We are recognised as Australia's single NHVR, the primary source of leadership and advice for all critical heavy vehicle reform priorities	National regulatory framework is developed to harmonise regulation	Annual Report to responsible Ministers under section 659(2)(i)(v) of the HVNL outlining the effect of modifications to the law as it applies in participating jurisdictions on achieving the law's objectives
2. Communication with the heavy vehicle industry is clear, targeted and effective	1.3 The heavy vehicle industry is capable and committed to facilitating a strong safety culture	Joint safety initiatives with industry, partner agencies and other key stakeholders are established and are effective	Number of joint safety initiatives established 80% industry participant satisfaction with initiative effectiveness
		Consistent and quality messaging in relation to safety management systems, performance standards and effective risk management has been delivered	Number of educational activities developed and implemented Sample survey indicates intended messaging was successful
	4.4 Strong stakeholder and partner relationships facilitate achievement of improved regulatory outcomes	Increased level of positive feedback from industry participants, road managers and jurisdictional stakeholders that our communications are clear, targeted and effective	80% industry respondents to customer survey report above average satisfaction
		Stakeholder feedback mechanisms are maintained through the use of industry forums, formal public consultation processes and clear complaints processes	Feedback mechanisms are 100% operational

National Performance Measure	Corporate Objective	Performance Standard	Annual Indicator
3. Actions undertaken by the NHVR are proportionate to the regulatory risk being managed	1.1 Risk based standards for the heavy vehicle industry are established	Heavy vehicle safety standards including entry and exit criteria are developed and maintained	Standards are completed in line with schedule Completion of the PBS review
		A heavy vehicle incident investigations analysis capability that focuses on causal factors and behavioural decision making has been developed	Completion and application of the Incident Reporting Framework
		Emerging technologies, safety-related trends, data and risk factors are monitored and analysed for the purpose of continuous improvement, risk and evidence based decision making	Establishment of the NHVR Safety Committee
		NHVR operates within a risk management framework supported by a Safety Program	Report on the alignment of the Safety Program with the risk management framework
4. Compliance and monitoring approaches are streamlined and coordinated	1.2 Assurance activities are consistent and effective	A consistent approach to interventions and investigations incorporating national standards and methodologies has been developed	Development of the National Operations Manual Development of the National Investigations Manual
		A secure national compliance and assurance data and information sharing framework has been developed	First stage of the Safety and Compliance Regulatory Platform completed
		Chain of Responsibility laws are used fairly to drive compliant behaviour and best practice throughout the entire supply chain	100% of planned Chain of Responsibility education sessions and material delivered 80% industry participant satisfaction with the Chain of Responsibility sessions and material
5. The NHVR is open and transparent in its dealings with regulated entities	4.4 Strong stakeholder and partner relationships facilitate achievement of improved regulatory outcomes	Dealings with industry stakeholders are open and transparent and assist the operation of regulated entities under the HVNL	Advice and guidance is widely available to stakeholders, with feedback mechanisms in place to support and inform continuous improvement Accessible and responsive complaints management process 80% industry respondents to customer survey report above average satisfaction
		Established memoranda of understanding with local government associations committing local governments to improving overall performance in access management consents	New South Wales, Tasmania and Victoria local government association memoranda of understanding signed

National Performance Measure	Corporate Objective	Performance Standard	Annual Indicator
6. The NHVR actively contributes to the continuous improvement of the heavy vehicle regulatory framework	3.1 The use of higher productivity vehicles is increased in order to minimise the impact of heavy vehicles on the environment	The level of use of higher productivity vehicles has been increased	20% annual increase of PBS vehicles approvals
	3.2 Heavy vehicle access to the national network is sustainable and optimises network performance	Key stakeholders and partners are well informed of their role in delivering sustainable access to network infrastructure	Key Freight Route Report published Risk Assessment Matrix for road managers developed
		Critical network impediments for network access are identified	Freight Network paper published
	3.3 The heavy vehicle industry continues to improve its environmental performance	Influence the adoption of improved fuel efficiency and emission standards for new heavy vehicles Promote the use of more fuel efficient and cleaner vehicles Promote the use of higher productivity vehicles	The average age of vehicle fleet does not increase The proportion of higher productivity vehicles in the fleet increases
	4.2 Our national regulatory services are efficient and effective	Functions and capabilities are aligned to meet the future demands of delivering regulatory services nationally	National Services Catalogue developed Progression of the National Services Transition Project against budget and schedule
		Our service delivery capability aligns with a defined and effective service delivery model	Execution of the Service Level Agreement reporting framework Completion of the NHVAS and PBS scheme reviews
	4.3 Efficient, effective governance, business processes and systems meet user needs and supports effective decision making	An integrated information platform that supports the delivery of our regulatory oversight and services and provides a single national source of data has been established	First stage of Safety and Compliance Regulatory Platform completed
	4.5 A safe working environment and a high performing, collaborative culture	Workforce and succession planning directly contribute to efficient and effective regulatory services	Approved Workforce and Succession Plan Staff survey feedback shows better than average satisfaction

## Proposed 2017–2020 budget

	FY17–18 (\$000)	FY18–19 (\$000)	FY19–20 (\$000)
<b>Revenue</b>			
Regulatory Income	148,000	148,000	148,000
Accreditation fees for service (NHVAS)	2,015	2,400	2,400
Access fees for service	675	675	675
<b>Total</b>	<b>150,690</b>	<b>151,075</b>	<b>151,075</b>

Less:

<b>Expenditure</b>			
Service agreement payments <sup>2</sup>	86,095	86,095	86,095
Intelligence Access Program recoverable from jurisdictions <sup>3</sup>	(1,243)	(1,243)	(1,243)
South Australia direct regulatory services	8,130	8,130	8,130
National service partnership Agreement	10,075	10,075	10,075
Loan repayments to participating states and territories	1,787	1,871	2,340
Project expenditure	10,496	10,496	10,496
Operating costs of the NHVR	34,107	34,408	33,939
Intelligent Access Program payment to TCA on behalf of jurisdictions	1,243	1,243	1,243
<b>Total</b>	<b>150,690</b>	<b>151,075</b>	<b>151,075</b>

<b>Net Surplus</b>	<b>0</b>	<b>0</b>	<b>0</b>
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Commonwealth Safety Initiatives grant revenue	3,883	3,913	3,944
Commonwealth Safety Initiatives expenditure	3,883	3,913	3,944
<b>Net</b>	<b>0</b>	<b>0</b>	<b>0</b>

<sup>2</sup> Compliance and enforcement activities are provided by participating jurisdictions under service agreements

<sup>3</sup> Cost to be recovered from jurisdictions per Council decision

# Forward Work Program 2017–2020

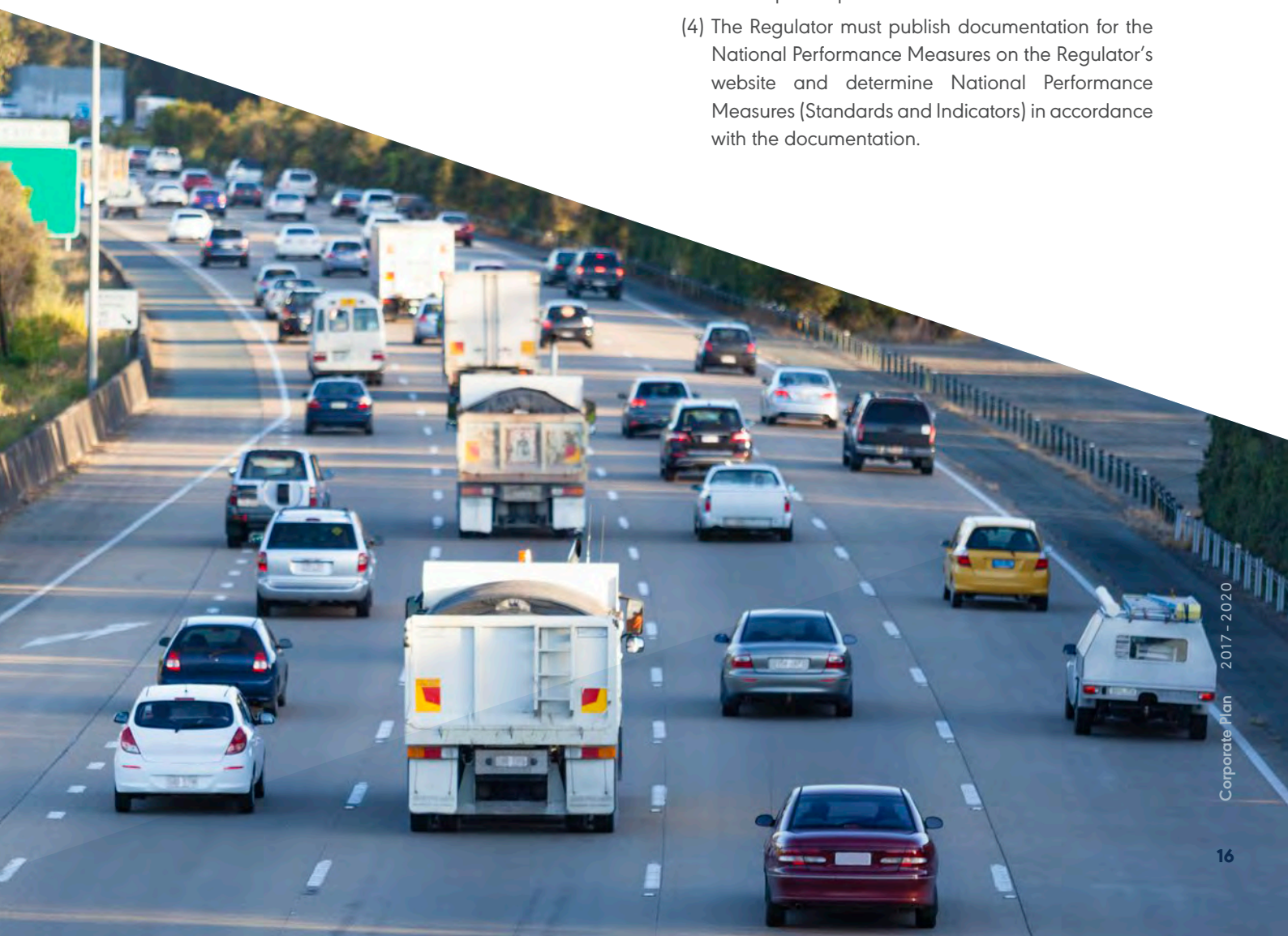
	2017–18	2018–19	2019–20
<p><b>Chain of Responsibility</b></p> <p>Encompassing implementation of the amendments to the HVNL that extend primary duties for the safe operation of a heavy vehicle; development and delivery of the industry education program; development and implementation of National Investigation Standards; development and implementation of National Prosecution Principles and Guidelines; National Chain of Responsibility Framework, including Industry Codes of Practice, Safety Management Systems, cross-border collaboration and development of best practice Chain of Responsibility guidance material.</p>	☑	☑	☑
<p><b>Electronic Work Diaries</b></p> <p>Delivering a voluntary electronic work diary system to allow drivers and operators an alternative to the current written work diary scheme.</p>	☑		
<p><b>National Compliance Information System</b></p> <p>Complete technology trials to test the feasibility of using existing jurisdictional cameras in a national network. Complete the Business Case assessing the costs and benefits of different development and implementation options for Council consideration.</p>	☑	☑	
<p><b>National Harmonisation Program</b></p> <p>Established to drive progress towards improving heavy vehicle regulation and consistency and focused on the development of notices prioritised on analysis of the greatest industry productivity benefit.</p>	☑	☑	☑
<p><b>National Services Transition</b></p> <p>This program will work with jurisdictions to develop a plan for the transition of service delivery responsibility to the NHVR for certain agreed services that are currently delivered by jurisdictions on behalf of the NHVR – the National Services Transition Blueprint.</p>	☑	☑	☑
<p><b>Regulatory Safety Program</b></p> <p>Develop and establish regulatory assurance and risk management frameworks to drive evidence and risk based decision making to support regulatory functions and activities.</p>	☑	☑	☑
<p><b>Return of Access Permit Delegations</b></p> <p>This program sees the progressive return of access delegations back to the Regulator through the planned and staged implementation program developed in partnership with jurisdictions to minimise impact to industry.</p>	☑	☑	
<p><b>Roadworthiness Program</b></p> <p>This program seeks to reduce the social, environmental and economic impacts of unroadworthy heavy vehicles through developing a risk-based inspection regime.</p>	☑	☑	
<p><b>Safety and Compliance Regulatory Platform</b></p> <p>This program will establish the foundations for information, systems, processes and infrastructure enabling the Regulator to receive data and provide data to industry and key stakeholders.</p>	☑	☑	☑
<p><b>South Australia Transitioning Services</b></p> <p>HVNL regulatory services provided by the South Australian Department of Planning, Transport and Infrastructure under a Service Agreement with the NHVR, transition to direct NHVR responsibility.</p>	☑		



# 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 (Standards and Indicators) in accordance with the documentation.





## 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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### Interpreter service statement

The NHVR is committed to providing accessible services to people from all culturally and linguistically diverse backgrounds. If you have difficulty in understanding this document, you can contact the NHVR on 1300 696 487 or [info@nhvr.gov.au](mailto:info@nhvr.gov.au)

We will arrange for an interpreter to effectively communicate the report to you.

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