



Message from the CEO

Welcome to this edition of On the Road.

The NHVR prides itself on delivering a high standard of customer service. Importantly you can judge us against our standards outlined in the NHVR Customer Service Charter, which can be found [here](#).

One of the most complex areas when working with customers is the management of access permits, therefore it's gratifying when we receive industry feedback that recognises our efforts.

Some permit requests are complex and involve a variety of circumstances and stakeholders. To give you a recent example, Simon's National Carriers requested a permit to run Class 3 Extendable Road Trains for their project in Queensland.

Our team and the improving capability of road managers meant we were able to get the permits processed in the requested timeframe.

We were grateful for the feedback from Simon's. Whether it's positive or otherwise we do value customer feedback. Let us know how we're going at www.nhvr.gov.au/contact-us

Regards Sal Petrocchio
CEO, National Heavy Vehicle Regulator

Have your say on new personal fatigue exemption

Consultation is underway on a new user-friendly exemption for managing fatigue and driving a fatigue-related heavy vehicle for personal use.

NHVR Productivity and Safety Executive Director Geoff Casey said that the *Personal Use Exemption* would allow operators some personal use of a heavy vehicle outside their regulated driving hours.

"Under the proposal operators would be able to use a heavy vehicle for personal use for up to one hour at the end of the day or on a day off," Geoff said.

"Currently a personal use exemption of up to one hour during a driver's day off exists in NSW.

"The industry were keen for us to have a look at this and we've worked closely with industry and government to provide flexibility around fatigue while still maintaining the highest safety standards."

The exemption is expected to be used for personal or non-revenue activities, such as reaching suitable sleeping accommodation and restocking supplies for a trip.

All operators should note that current fatigue laws apply during the consultation process.

The beginning of the one-month consultation period for the *Personal Use Exemption* is part of the NHVR's *Focus on Fatigue* during September.

"The correct management of work and rest times through a Work Diary is the best way to predict and assess a driver's potential level of fatigue impairment," Geoff said.

"There will also be a number of coordinated enforcement operations taking place across the country in the coming weeks with a specific target on work and rest hours and the correct filling out of a work diary."

For more information or to leave a submission on the *Personal Use Exemption* visit www.nhvr.gov.au/fatigue



NHVR seeks industry feedback on four new national notices

Issues papers have been released for each of the four priority national notices and associated networks currently in development for NHVR's National Harmonisation Program.

These papers have been released to state and territory road transport authorities, local government associations and key industry associations for comment.

These documents are also available on our website.

The papers identify key issues to be addressed in the development of the new nationally harmonised notices.

The NHVR will address these issues by proposing solutions to eliminate inconsistent access conditions currently experienced by transport operators.

Consultation is open to the public. The notices and issues papers can be found [here](#).

Feedback for each of the draft issues papers is due by the following dates:

- National Class 1 Agricultural Vehicle and Combination Notice - 17 Nov
- National Class 2 B-double Notice - 29 Sept
- National Class 2 Road Train Notice - 4 Oct
- National HML Declaration - 22 Sept

To have a say contact your industry association or use our feedback forms at www.nhvr.gov.au/road-access/national-harmonisationprogram/about-national-harmonisation



Bowna info day a sizzling success

A chance to chat, have a sausage and a cuppa were on the agenda at NHVR's recent truckie info day at Bowna rest stop north of Albury.

NHVR's Engagement Specialist Tim Hansen said the day was a great opportunity for drivers to come up and express their concerns.

"NHVR staff get good feedback at these events that we then take back to the office to work out how we can make it easier for people in the heavy vehicle industry to do their jobs," he added.

NSW roller brake testing transition extended

The NHVR has agreed to extend the current brake testing transition arrangements in NSW to January 31 2018 to allow further industry research.

NHVR Chief Engineer Les Bruzsa said the extension was the result of feedback given to the NHVR by the Australian Trucking Association (ATA), the Heavy Vehicle Industry Australia (HVIA) and the NSW Roads and Maritime Services (RMS) following heavy vehicle roller brake trials held at Marulan Heavy Vehicle Testing Station in NSW last month.

"A program of 21 brake testing trials was conducted on August 14-15 and included deceleration tests and roller brake tests on up to three roller brake machines," Mr Bruzsa said.

"The objective of the heavy vehicle roller brake trials was to identify the best method to ensure compliant brake systems will not be incorrectly defected, and to improve safety outcomes by ensuring defective brakes can be correctly identified.



"The heavy vehicle roller brake test trials have generated a large amount of test data, and the data is currently being compiled and verified. Further analysis of this data is required to develop a fair, robust and repeatable national testing procedure that delivers the desired safety improvements."

The current transition period was to end on September 29, however all parties involved in this joint initiative have agreed an extension of the transition to early 2018 is more realistic to develop a robust procedure.

Hot tips on using the NHVR Portal - Customer module

Expedited Renewal

Did you know you can take advantage of NHVR's expedited renewals process if you plan ahead?

Just submit your renewal application in plenty of time (which is usually 16 days before permit expiry), for the NHVR to get your application to the road managers.

Note that you are able to apply up to six weeks before your permit expires.

Once submitted, your application needs to be with the road managers for a minimum of 14 days, and if no response is received by NHVR the permit can be issued.

If the application is submitted after the expiry date of the permit, the NHVR is unable to expedite the application and it will be treated like a new application.

Click here for route requirements and other frequently asked questions.

[Access permit applications route requirements.](#)

NHVR 2017 Meetings and Events Calendar

DATE	EVENT TITLE	LOCATION
4 October	Chain of Responsibility forum	Eight Mile Plains QLD
4 October	Chain of Responsibility forum	Pine Rivers QLD
5 October	Chain of Responsibility forum	Toowoomba QLD

* For more information on up-coming Chain of Responsibility forums [click here](#)

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