



Message from the CEO

Welcome to the last edition this year of *On the Road*.

Looking back it's been a big year for the NHVR. Working closely with the heavy vehicle industry we've delivered the NHVR Portal - Road Manager module, added to the national camera network, reviewed Vehicle Standards Bulletin 6, conducted more than 100 Chain of Responsibility forums and released Guidelines for Industry Codes of Practice. We've also processed more than 22,000 permits, approved 1400 Performance Based Standards combinations, accredited 6700 operators and taken 55,000 calls from customers.

The NHVR has worked closely with South Australia's Department of Planning, Transport and Infrastructure to transition services including on-road safety and compliance, Safe-T-Cam Program, Intelligence Access Program, geographic information system, written work diaries and customer and information services.

I'd like to wish everyone a happy holiday and a safe and relaxing Christmas break. While much has been achieved this year, the pace is certainly not slowing down for 2018 as we focus on improving our service delivery for the industry.

Regards, Sal Petrocchio
CEO, National Heavy Vehicle Regulator

Tell all video shares Chain of Responsibility controls and systems

The NHVR has released the latest in a series of Chain of Responsibility information videos to give businesses an insight into the safety practices of other transport and logistics operators.

NHVR Chain of Responsibility Manager Michael Crellin said the video, entitled *Approaches to Safety Management Systems*, gives first-hand accounts from four heavy vehicle operators and logistics companies about controls and systems they were implementing ahead of changes to Chain of Responsibility laws, coming in mid-2018.

"This video gives real operational insight from senior logistics and safety staff from Metcash, Woolworths, Branstrans and Martins Transport," Michael said.

"Accessing this kind of information from a range of operators is important for everyone across the heavy vehicle supply chain.

"We are starting to see how different companies are improving their systems to

assess risk, encourage a safety culture and implement their safety management systems.

Under the new CoR laws each heavy vehicle supply chain business needs to develop tailored solutions that match their business circumstances.

Metcash Chief Logistics Officer Linda Venables was one of four leading logistics officers who outlined their safety management systems in the NHVR video.

"In wanting to take our Chain of Responsibility to the next level I felt it was important to engage the people who actually do the roles," Ms Venables said.

"The approach was to map all of the controls in CoR and for each site to document where the control was and how they managed it...so there was some sharing of best practice across our sites."

To access the latest information and videos visit www.nhvr.gov.au/cor



Metcash CEO Jeff Adam, Chief Logistics Officer Linda Venables and NHVR CEO Sal Petrocchio at a recent Chain of Responsibility Workshop



NHVR Portal Tips

When applying for a permit make sure you carefully search the configurations to find the one that best reflects your vehicle. Ensure the information you input, such as length and axle spacing, is accurate so that your permit is processed in a timely manner.

Incorrect information may result in delays in processing your permit, as well as extra costs.

Christmas/New Years travel restrictions

Over the Christmas and New Year period, there are travel restrictions in place for certain Class 1 heavy vehicles as outlined in the [Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice 2016 \(No. 1\) \(PDF, 1.2MB\)](#) and the [National class 1 special purpose vehicle notice 2016 \(no. 1\) \(PDF, 1.5MB\)](#).

For vehicles operating under a permit, operators should check the permit's conditions to establish whether travel restrictions are explicitly listed or are referenced in related notices.

There are also additional restrictions that apply in New South Wales and Queensland.

New South Wales

Details of the travel requirements during Christmas holiday 2017-18 are outlined in the following fact sheets:

- [Load carrying vehicles \(PDF, 177KB\)](#)
- [Agricultural Vehicles \(PDF, 169KB\)](#)
- [Special purpose vehicles \(PDF, 147KB\)](#)

Queensland

Travel restrictions for the Christmas-New Year period are applied in the:

- [Guideline for Excess Dimension - vehicles carrying indivisible articles, special purpose vehicles and vehicles that require pilot or escort in Queensland, Form 4, Version 8, February 2013 \(PDF, 490KB\)](#)
- [Guideline for Excess Dimension Agricultural Vehicles and Agricultural Combinations, Form 14, Version 4 \(updated October 2013\) \(PDF, 303 KB\)](#)

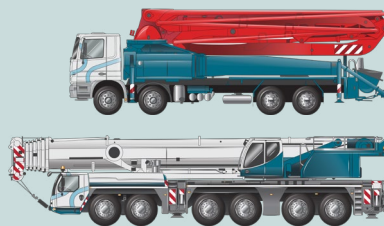
Please note: Christmas travel restrictions are lifted for vehicles that are operating under specific conditions around the Port of Brisbane, are conducting unprogrammed repairs to public utilities, or are supporting resource industry activity in the Cooper Basin as per the [Queensland Class 1 Heavy Vehicle Christmas and Easter Derestriction Exemption Notice 2016 \(No. 1\) \(PDF, 1.2MB\)](#)

SA Class 1 permit applications transition to the NHVR

The NHVR has been working collaboratively with the South Australian Department of Planning, Transport and Infrastructure, to transition heavy vehicle access permit processing to the NHVR.

From today, Class 1 heavy vehicle access permit applications will be processed by the NHVR. This includes all heavy vehicle access permit applications (Oversize Overmass, agricultural vehicles and Special Purpose Vehicles) that were previously processed for travel within South Australia.

To apply for an access permit from today, operators need to lodge applications through our NHVR Portal. You can log on through www.service.nhvr.gov.au



Christmas/New Years business hours


The NHVR office will be closed from Monday, 25 December 2017 to Monday, 1 January 2018.

The NHVR Call Centre will be closed on the national public holidays and open all other business days from 7am-5pm (AEST).

The NHVR will continue to process access permit applications, but will not be processing or issuing any other types of applications, including National Heavy Vehicle Accreditation

Scheme, Performance Based Standards or Vehicle Standards.

State and territory road transport agencies have advised of their access permitting business hours during this period, as set out in the [2017-18 Christmas hours - Access permits table](#).

Please note: Permit applications may be delayed during this time as many local governments and other road managers may be closing over the Christmas period. 

Draft EWD Policy Framework and Standards coming soon

The NHVR will release the draft Electronic Work Diary (EWD) Policy Framework and Standards for consultation this month.

NHVR A/Executive Director Productivity and Safety Darrin Rasmussen said the draft standards are being developed in consultation with established government, industry and technology provider reference groups, but further input from industry and government will be critical to finalising the standards for use.

"We expect to release the draft EWD Policy Framework and Standards in the next few weeks and have these documents publicly available for comment until early February 2018," Darrin said.

"From December, technology providers and transport operators intending to develop an EWD will have an opportunity to register their interest with the NHVR."

Key EWD facts:

- NHVR approved EWDs will be a voluntary alternative to written work diaries
- EWDs will not be prescribed devices, but must meet the requirements of the performance-based EWD Standards. Once the EWD Standards are finalised and published, candidate devices may be presented for assessment and approval
- Electronic devices or systems already in use that meet the EWD Standards can be assessed for approval
- EWDs are run by industry and will need to be operated in accordance with the conditions of approval and use
- Authorised Officers will only have the same access to EWD information as they have to written work diary entries.
- EWDs will have a standard view of information that both the driver and the authorised officer can see, to streamline intercepts.

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