



## Message from the CEO

Welcome to this fortnight's edition of *On the Road*.

One of the key safety areas that heavy vehicle drivers continually raise with me has been fatigue.

I believe it is time for a review to make sure that we still have the right balance between safety, flexibility and productivity, based on the latest research and information available.

Last September we ran a *Focus on Fatigue* campaign and kick off consultation on a Personal Use Exemption which allows operators up to one additional hour to undertake non-revenue activities in a fatigue-regulated heavy vehicle.

Following the feedback the additional flexibility for drivers has been in place since 1 February this year.

Some operators want to go further and apply the exemption to Advanced or Basic Fatigue Management, while others want more than an hour. Both can be considered in the future as we work through a process to review the laws.

I look forward to many more discussions with drivers over the coming year about future fatigue laws.

Regards  
Sal Petrocchio  
CEO, National Heavy Vehicle Regulator

## Electronic Work Diary Compliance Policy released

The NHVR has released the draft Electronic Work Diary (EWD) Compliance Policy ensuring that heavy vehicle drivers using either electronic or written work diaries are treated the same.

NHVR Productivity and Safety Executive Director Geoff Casey said the EWD Compliance Policy would provide the right balance between safety and compliance to ensure a consistent approach for those who voluntarily use the new technology and that information is accurate and accessible.

"The policy outlines the requirements for meeting record keeping laws whether you

use the technology or traditional Written Work Diaries (WWDs)," Geoff said.

"For example, EWDs will record and show work and rest time to the last full minute, unlike WWDs which use blocks of 15 minutes. This will be a benefit to many drivers who will no longer have to round down rest time, or round up work time, to the nearest 15 minute block.

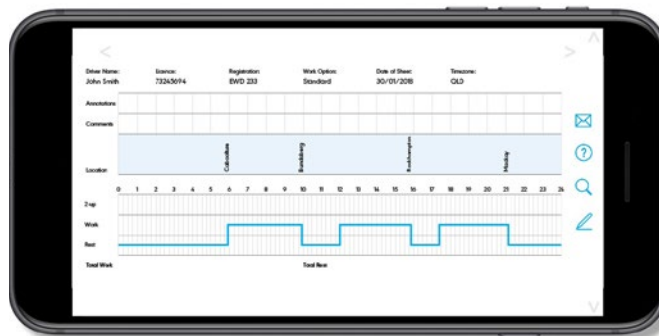
"The EWD Compliance Policy will also make it clear that while an EWD must alert drivers of an approaching work or rest deadline, potential minor breaches of less than 15 minutes will not appear as a breach in the EWD Compliance View.

"Authorised Officers who check EWDs will access the Compliance View of a driver's work and rest times," he said.

"Drivers will also have the ability to correct information prior to confirming their work and rest times at the end of each work day."

The NHVR recently completed consultation on the EWD Policy Framework and EWD Standards.

For more information go to [www.nhvr.gov.au/ewd](http://www.nhvr.gov.au/ewd)



**Tabular view**

| Activity | Time of Activity | Location    | Odometer | Work and Rest Option | Comments | Origin |
|----------|------------------|-------------|----------|----------------------|----------|--------|
| Rest     | 2:08             | Mackay      | 154264   | Standard             |          | EWD    |
| Work     | 1:22             | Rockhampton | 153903   | Standard             |          | EWD    |
| Rest     | 1:51             | Rockhampton | 153903   | Standard             |          | EWD    |
| Work     | 1:00             | Bundaberg   | 153620   | Standard             |          | EWD    |
| Rest     | 0:57             | Bundaberg   | 153620   | Standard             |          | EWD    |
| Work     | 0:54             | Caboolture  | 153282   | Standard             |          | EWD    |

**Work 11 hrs, 40 min    Rest 12 hrs, 20 min**

# Review of tip truck hoisting requirements

The NHVR will work with tipper body manufacturers to develop a new modification code to provide clear requirements for hoisting systems.

NHVR Vehicle Safety and Performance Manager Peter Austin said the code would assist manufacturers that were concerned about achieving compliance with the standards released under *Vehicle Standards Bulletin 6, Version 3*.

"Some manufacturers raised concerns that some tippers would require redesign of tipper body systems to meet Australian Standards, required under VSB6," Peter said.

"The NHVR recently reviewed the requirements of the relevant parts of the Australian Standard and agreed that the design of tipping systems involves a reasonable amount of engineer-level work.

"Rather than requiring an engineer to assess every tipper body installation, the NHVR is proposing that a two stage design-modification approach be adopted.



"We've asked Heavy Vehicle Industry Australia (HVIA) to provide a draft of the code in consultation with industry."

HVIA Chief Executive Todd Hacking welcomed the opportunity to draft the modification code.

"This has been an issue raised with us by our members and we look forward to working with them to find a solution," he said.

"We welcome the approach by the NHVR to delay the implementation of these requirements beyond 1 April 2018, until we resolve these issues."

Click here to check out the [Vehicle Standards Guide \(VSG\) 17](#)

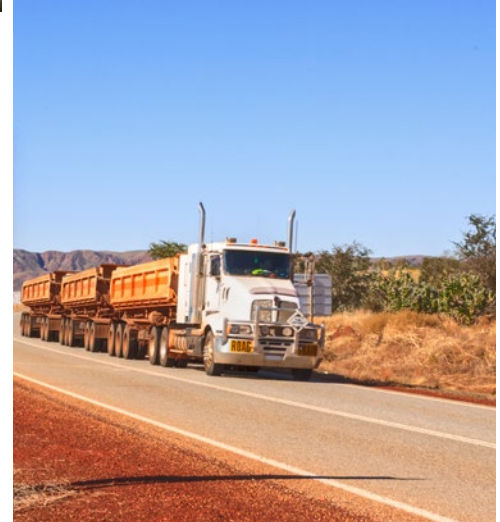
## NHVR Portal tip – Plotting your route

When plotting a heavy vehicle route, remember that the NHVR's Route Planner tool operates the same as Google Maps or other navigational applications.

The route planner tool will provide you with the shortest path from your start address to your destination.

It won't automatically map to your specific heavy vehicle and the pre-approved or gazetted networks.

[Click here for more information.](#)



## Chain of Responsibility Are you ready?



## CoR forums in Tasmania kick off

Primary producers play an important role in supporting safe, reliable road transport for the benefit of all road users as part of the heavy vehicle supply chain.

Changes to the Chain of Responsibility (CoR) laws coming later this year will align the existing laws more closely with workplace health and safety provisions. This means that all parties in the chain, including primary producers, must reduce risks related to the safety of transport tasks. The NHVR is holding a number of industry sessions for primary producers across Australia to provide information and answer questions on the impact of changes. The first round of sessions is scheduled for Tasmania at the following locations and times. Click on the links below to book.

[Smithton – 19 March](#)

[Burnie – 19 March](#)

[Ulverstone – 20 March](#)

[Deloraine – 20 March](#)

[Longford – 21 March](#)

[Scottsdale – 22 March](#)

[Campbell Town – 22 March](#)

[Kempton – 23 March](#)

## NatRoad trucking summits in Victoria

Join expert speakers from NatRoad, the NHVR and Transport Super to hear the latest updates and need-to-know information to keep your road transport business on track in 2018.

The NHVR will explain all you need to know about amended CoR laws coming in mid-2018.

These three upcoming NatRoad Regional Trucking Summits bring together a range of industry representatives to give you the insights your business needs.

Attendance is free, but places are limited so don't delay.

Click on the links below for more information or to book:

[Derrimut - Thursday, 22 March](#)

[Dandenong - Thursday, 22 March](#)

[Traralgon - Friday, 23 March](#)

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