



Message from the CEO

Welcome to this fortnight's issue of On the Road.

Reform to our heavy vehicle fatigue laws is long overdue. I'm therefore pleased to host a Fatigue Safety Forum in Sydney on 2-3 October as this will be an opportunity for the NHVR to better understand many of the current initiatives being used by operators and drivers to manage fatigue.

We've invited 30 key industry members to attend and will be asking them to provide the elements for a new draft fatigue framework, before we go to wider industry consultation.

The NHVR will seek input into driver fatigue and drowsiness detection, reducing regulation for fatigue safety and increased productivity through more flexible work arrangements.

Based on the wide ranging discussions we've had with all sectors of the industry to date, it's clear there's support for a comprehensive review of the fatigue laws.

This forum is the first step in that process and I look forward to the feedback.

Regards,

Sal Petrocchio
CEO, National Heavy Vehicle Regulator

Primary producer work diary exemption to be extended

The NHVR will renew the 160km work diary exemption for primary producers transporting produce.

NHVR Productivity and Safety Executive Director Geoff Casey said the *National Primary Production Work Diary Exemption 2018* would continue the exemption for drivers of vehicles over 12 tonnes transporting primary produce within a 160km radius of their base.

"The current notice extending the 100km limit to 160km was first trialled in 2015 and is due to end on October 4," Geoff said.

"A review by the NHVR found that there was no evidence linking the exemption to any safety concerns over the past three years."

The notice will continue to apply to fatigue-regulated heavy vehicles transporting primary

produce between a primary production facility and a point-of-sale, processing or distribution (including return journey facility) within 160km of the driver's base.

The Notice will apply in all participating NHVR states and territories.

Drivers transporting produce in a fatigue-related heavy vehicle were still required to keep a record of their travel and provide that information to a record keeper.

"The extension of this notice only applies to primary produce transport," Geoff said.

"Drivers of all other fatigue-related heavy vehicles would still require a work diary when travelling more than 100km from their base."

For more information on heavy vehicle fatigue laws visit www.nhvr.gov.au/fatigue





Upcoming education session for council engineers

In an Australian first, the NHVR is holding a dedicated heavy vehicle access seminar for council engineers in late October to improve their understanding of the heavy vehicle management task. Stakeholder Engagement Specialist Tim Hansen said the event is in direct response to industry's desire for council engineers to have increased knowledge and understanding of the challenges faced by industry.

"The Heavy Vehicle National Law is complex and anything we can do to help council engineers understand how to use the full options under the law to manage their local freight tasks is a good thing," Tim said.

"The seminar is for council engineers only as they are the decision makers of road access in their respective councils.

"The two-day event will be a combination of imparting information and a field trip to local crane and oversize overmass operators so the engineers can see first-hand the challenges of moving these types of vehicles which often have short lead times and need access approval quickly.

"We hope by bringing the different points of view together, everyone will benefit from an increased understanding of the heavy vehicle management task."

The agenda is currently being finalised and council engineers will be able to register for the event in the coming weeks.

Connecting Advanced Braking Systems in Combination

Vehicle Standards Guide 25 (VSG-25)

With an increasing number of trailers fitted with advanced braking systems making up the vehicle fleet, the NHVR has received a number of enquiries about the requirement to connect these advanced systems.

There are also questions relating to the compatibility of advanced braking systems by different manufacturers.

The VSG 25 provides advice to heavy vehicle owners and operators about when a trailer equipped with an advanced braking system must have the antilock braking system (ABS)/electronic braking system (EBS) electrical plug connected.

This document provides guidance as to when a trailer's ABS/EBS plug must be connected and also a link to a guide mapping out possible compatibility issues with technologies across different markets (Australia, Europe, North America, Japan and so on).

For more information on *Vehicle Standards Guides*, go to: www.nhvr.gov.au/vsg

Three weeks left to attend a Chain of Responsibility info session

The NHVR is continuing its Chain of Responsibility sessions around the country during September. Below are details of forums that still have available spots. To register for a session [click here](#).

Date	State	Location	Time	Venue and address
18 Sept	ACT	Canberra	1.30-2.30pm	The Roos Club Queanbeyan, 74 Stuart St, Queanbeyan
20 Sept	QLD	Cloncurry	2.30-3.30pm	Cloncurry Shire Council, 38-46 Daintree St, Cloncurry

Chart for truck mass limits for grain industry available

A truck chart to help growers, truck companies and grain handlers understand mass limits is available from the Grain Transport Safety Network (GTSN).

The chart shows the mass limits of the top 15 codes that GTSN members work with, covering more than 99 per cent of non-harvest truck movements and more than 95 per cent of harvest truck movements.

The chart is available on the GTSN website <http://gtsn.com.au/resources/truck-chart>

GTSN's Kieren Gardner said the chart is available in editable Word format so any company that deals in bulk grain can download it and customise it to their specific requirements.

"We welcome feedback or comments on the chart so please send your thoughts to enquiry@gtsn.com.au."

Code	Max Mass (kg)	Max Axle Mass (kg)	Max Trailer Mass (kg)	Max Gross Trailer Mass (kg)	Max Trailer Mass (kg)	Max Gross Trailer Mass (kg)
1000	15,000	3,500	11,500	11,500	11,500	11,500
1001	22,500	3,500	19,000	19,000	19,000	19,000
1002	37,500	3,500	34,000	34,000	34,000	34,000
1003	41,500	4,500	37,000	37,000	37,000	37,000
1004	41,500	4,500	37,000	37,000	37,000	37,000
1005	41,500	4,500	37,000	37,000	37,000	37,000
1006	41,500	4,500	37,000	37,000	37,000	37,000
1007	41,500	4,500	37,000	37,000	37,000	37,000
1008	41,500	4,500	37,000	37,000	37,000	37,000
1009	41,500	4,500	37,000	37,000	37,000	37,000
1010	41,500	4,500	37,000	37,000	37,000	37,000
1011	41,500	4,500	37,000	37,000	37,000	37,000
1012	41,500	4,500	37,000	37,000	37,000	37,000
1013	41,500	4,500	37,000	37,000	37,000	37,000
1014	41,500	4,500	37,000	37,000	37,000	37,000
1015	41,500	4,500	37,000	37,000	37,000	37,000



1800 931 785
 Heavy Vehicle Confidential Reporting Line
www.nhvr.gov.au/HVCR

Enjoying *On the Road*?
 Subscribe to future fortnightly issues here