



Photos courtesy of Volvo Group



Message from the CEO

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

It's hard to believe Christmas is just around the corner.

For many heavy vehicle operators that means a busier schedule than usual. At the NHVR we often receive a run of additional last minute permit applications.

Please ensure that you plan ahead and allow the time required for road managers and the NHVR to process these permits, particularly some of the more complex requests which require route assessment.

There are a number of simple steps that are available to assist you to process permits. For example, one of the most common issues that requires a follow up call from our Access staff is the correct use of mapping tools to identify the best route. The use of a generic mapping tool doesn't usually produce the most reliable route for a heavy vehicle. Instead, I'd urge anyone looking to map a heavy vehicle route to utilise the NHVR Route Planner, which is available through the NHVR Portal. It's free and incorporates many of the route restrictions required for the movement of heavy vehicles.

Regards,
Sal Petrocchio
CEO, National Heavy Vehicle Regulator

Changes to CoR laws to boost heavy vehicle safety

Changes to Chain of Responsibility laws for Australia's heavy vehicle industry are now in place.

The NHVR's Chain of Responsibility Manager Kym Farquharson-Jones said the changes were a significant step forward in recognising that everyone in the heavy vehicle supply chain has a role to play in heavy vehicle safety.

"Amendments to the CoR laws align the existing laws more closely with workplace health and safety provisions," Kym said.

"The changes to the law make it clear that every party in the supply chain has an on-going duty to ensure safe practices.

"Prior to 1 October parties in the chain were usually held responsible only once a breach by a driver had been detected. The laws have now changed and they apply to parties in the chain and the activities that the business has a control over and could influence," added Kym.

The NHVR encourages all businesses that make up the heavy vehicle supply chain to

ensure they understand their responsibilities and take steps to address safety risks.

If you require more information visit www.nhvr.gov.au/cor

The NHVR also encourages all parties in the heavy vehicle supply chain to adopt and utilise a Safety Management System as part of its everyday business in order to better identify and manage its day-to-day safety risks. For more information go to www.nhvr.gov.au/sms

What are some common breaches of CoR obligations?

CoR obligations can be breached in many ways. Some examples include applying business practices or demands that cause a driver to breach fatigue management requirements, or speed limits; failing to weigh, measure or secure loads; setting schedules with unrealistic timeframes; causing delays in loading and unloading; packing goods incorrectly or failing to consult or engage with other parties to ensure safe practices.





Field trials to test fatigue detection technology

The NHVR will provide \$250,000 to trial a range of fatigue detection and monitoring technologies, including in-cabin sensors and on-person sensors.

The field trials would be used to determine if a range of fatigue detection and monitoring technologies can deliver additional safety benefits over traditional approaches by also monitoring driver distraction and drowsiness.

In addition to road safety, the trial will look at the operational efficiency of different fatigue monitoring technologies and the best ways to support their uptake.

It will include field operations of different fatigue monitoring technologies as well as consultation with current users and other stakeholders to determine what if any, law changes should be considered in the review of the heavy vehicle law.

Analysis of currently available technologies will begin later this year with field trials starting in early 2019.

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

New NHVR publications

1. General access for PBS Level 1 heavy vehicles operating at General Mass Limits (PDF, 219KB)

From 1 October 2018, PBS Level 1 heavy vehicles that meet specific requirements can operate under two different access modes.

1. Traditional mode: Operation up to maximum masses listed in the PBS Vehicle Approval and only on the authorised PBS network; or
2. Specified mode: Operation of specified PBS vehicles up to general mass limits with access to all roads.

Existing PBS arrangements remain unchanged.

2. Pilot and escort requirements (PDF, 187KB)

This information sheet provides a brief overview of pilot and escort requirements in all jurisdictions. State and territory road transport authorities still regulate all aspects of piloting/escorting, including who may operate as a pilot/escort vehicle driver and when they are required to accompany a load.

3. Multiple Loads on Class 1 Load-Carrying Vehicles (PDF, 1.7MB)

This information sheet clarifies the requirements for when transporting more than one large indivisible item, or other goods with a large indivisible item on Class 1 load-carrying vehicles. These requirements are found in the Heavy Vehicle National Law (HVNL).

Notices and updates

National Primary Production Work Diary Exemption Notice 2018 (No. 1)

The NHVR has renewed the 160km work diary exemption for primary producers transporting produce.

The notice will continue to apply to fatigue-regulated heavy vehicles transporting produce between a primary production facility and a point of sale, processing or distribution (including return journeys) within 160km of the driver's base.

Recording hours in different time zones



Daylight saving is now in place in all states except Queensland, the Northern Territory and Western Australia. The law requires that all periods of time (work time and rest time) must be counted in 15 minute blocks relative to the time zone of the driver's base. For example, if you are based in Queensland and you drive into NSW during daylight savings time, you are required to record your work and rest hours in Queensland time. Daylight saving ends at 2am Eastern Standard Time (which is 3am Daylight Saving Time) on the first Sunday in April 2019.

Vale David Coonan

The NHVR has recognised the significant contribution made to heavy vehicle regulation and safety in Australia by recently passed David Coonan.

NHVR CEO Sal Petrocchio said Mr Coonan had played a significant role in bringing various state legislations under the Heavy Vehicle National Law in his role as Australian Trucking Association's policy manager.

"David was never one to shirk a tough issue and his strong, passionate advocacy on behalf of the industry was always considered and welcomed," Mr Petrocchio said.

"Several NHVR staff had the pleasure of working with David over the past decade, whether that was on a safety matter, Performance Based Standards scheme, the original drafting of the law or the practical application of the law in more recent years.

"David was a strong advocate for the changes to Chain of Responsibility laws, which began on October 1 and they are a fitting legacy for his career in the industry."

The NHVR wishes to pass on condolences to all those who knew David, in particular his wife and daughters.



Increases in NHVAS fees

Please note that NHVAS accreditation fees will increase on Monday 15 October 2018. This is the first fee increase since the NHVR became the single administrator of the scheme in 2014.

[Click here to see the full NHVAS fee schedule.](#)



1800 931 785

Heavy Vehicle Confidential Reporting Line

www.nhvr.gov.au/HVCRL

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