

Presentation



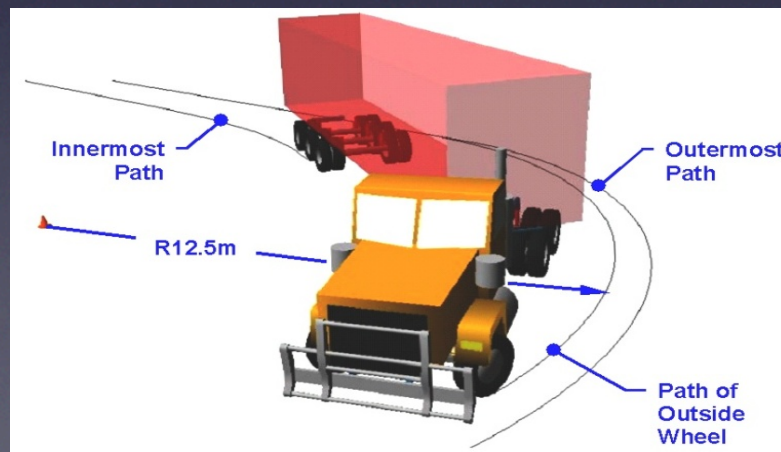
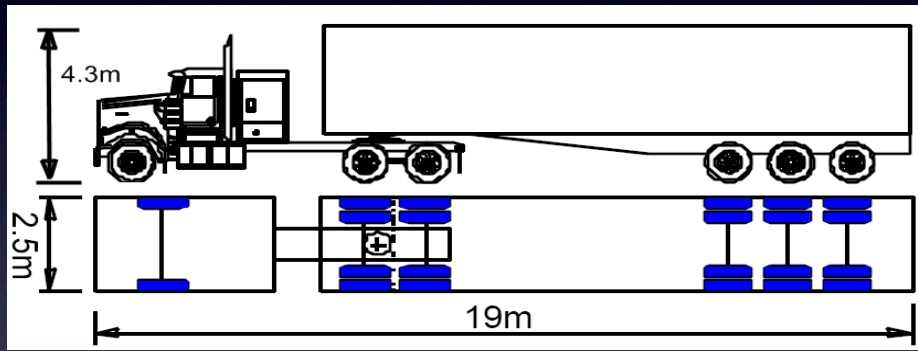
by David Anderson, Chairman PBS Review Panel

Opportunities for Productivity Improvement:

What are the Recent Lessons from introducing the Performance Based Standards (PBS) Policy in Australia?

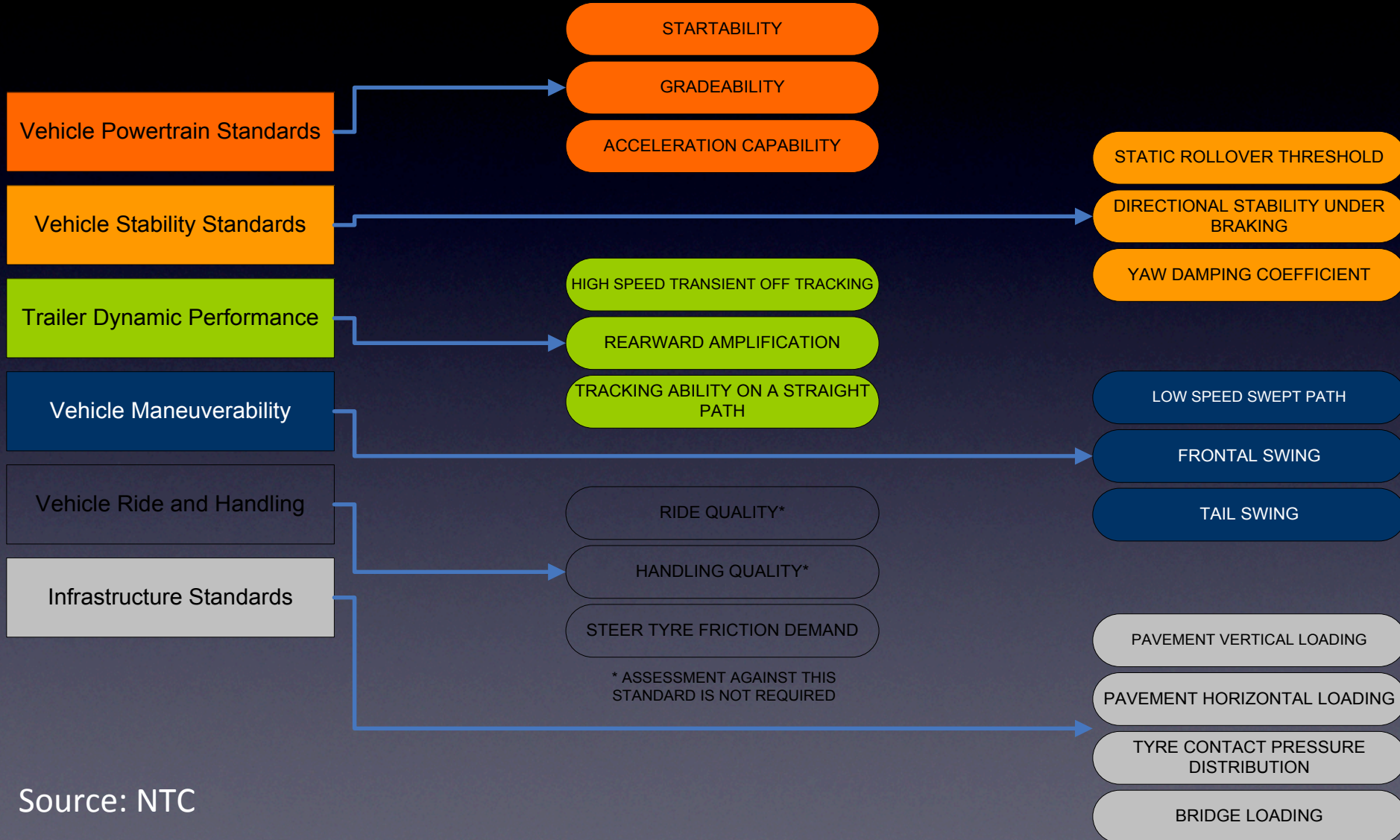
The PBS Program

- Not what the vehicle looks like
- But what the vehicle can do



Source: NTC

The Standards



Source: NTC

Other features

- Standards approved by all Transport Ministers
- 4 levels of vehicle standard, PBS 1,2,3,4
- Proposals assessed by Private Sector assessors
- Vehicle approval by independent Panel
- Business Rules specify time limits for decisions

Access of PBS vehicles to roads

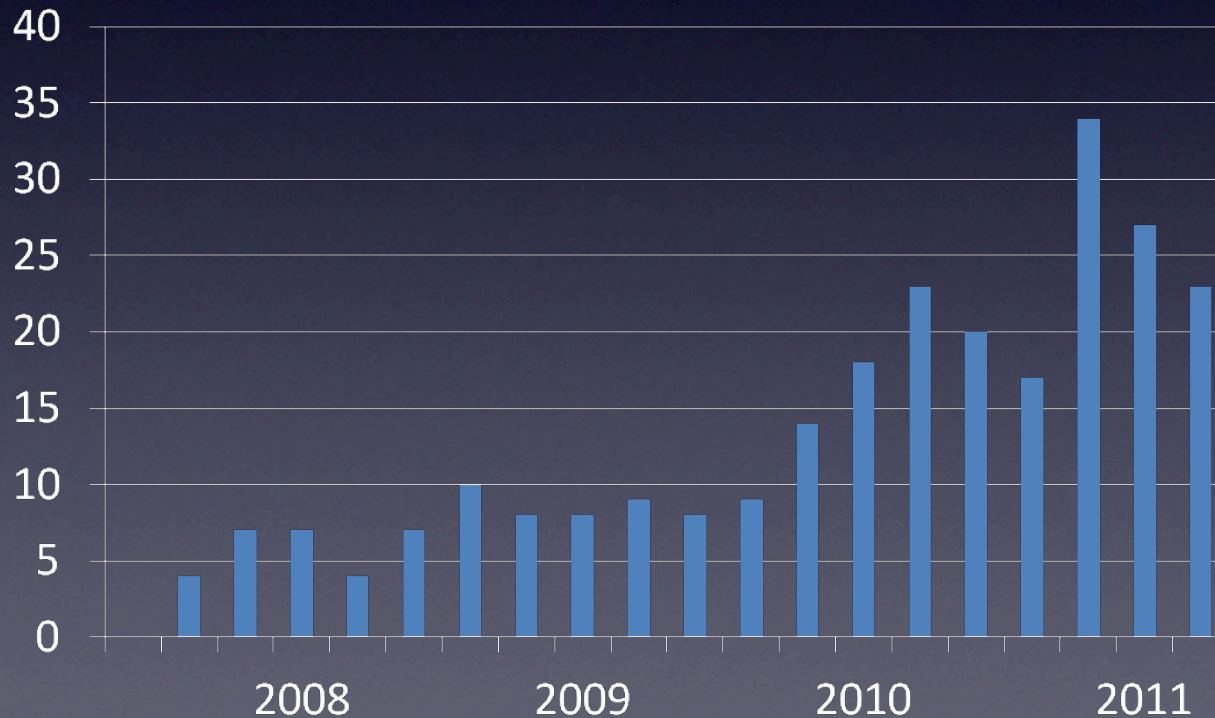
- Access for approved vehicles is controlled by States, Territories and local municipalities, preferably using National route assessment guidelines to categorise routes
- Roads categorised to 4 levels each corresponding to a PBS level
 - E.g. A vehicle meeting PBS 2 can travel on any road rated to level 2, 3 or 4
 - A vehicle meeting level 1 can travel on roads rated 1,2,3 or 4

Progress since end 2007

Design submissions and approvals

(note: up to 15 vehicles have been manufactured per approved design)

Approvals per meeting



What have we learned?

- Clash of objective vs subjective
- Clash of experienced “intuition” vs black box
- Need to create price competition between assessors via:
 - Many assessors
 - Manufacturer self assessment where possible
- Lack of access can sink the reform
- Without innovative manufacturers/operators the policy will not deliver any results

What has been gained

- typical allowable mass increases of 20% (L1) and 30% (L2) over non PBS vehicles
- Vehicles of known safety performance compared with prescriptive fleet
- A better understanding of the different approaches to access by each State and Territory and what needs to be done to make them consistent and reduce frustration

Challenges and opportunities for the future

- Accreditation of manufacturers to assess vehicles
- More transparent access decisions by road managers; ability of applicants to seek review
- More direct link between vehicle capabilities, freight transport demand, and infrastructure quality
- Can the proposed NHVR develop the expertise, respect and leadership to facilitate productivity as opposed to regulating?