

# Heavy vehicle roadworthiness

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Technical & Maintenance Conference

26 October 2015



# Introduction

## **Background:**

- Joint program of work for NTC and NHVR initiated in late 2013
- Council endorsed revised work program at November 2013 meeting

## **Two streams of work:**

- A review of heavy vehicle roadworthiness inspection approaches (led by NTC)
- A review of the National Heavy Vehicle Accreditation Scheme (led by NHVR)
- Five specific non-regulatory tasks agreed by Ministers in November 2014 (led by NHVR)



## What is the problem?

- Inconsistent roadworthiness procedures across Australia
- Some operators not meeting acceptable standards
- Variable and incompatible fleet-related data collection by authorities
- Low market incentive for heavy vehicle maintenance
- Limitations of NHVAS maintenance accreditation



# Heavy vehicle roadworthiness issues

- Vehicle assumed roadworthy when first registered
- Vehicles and their components wear out
  - different rates for different parts
- Need to manage risk factors that lead to defects
- Key issue -
  - How to manage the risk that normal wear may lead to a defective vehicle being used on road?



## Process so far

- Published reports:
  - Current state of heavy vehicle roadworthiness
  - Integrity review of roadworthiness regulation
  - Consultation RIS – with options and recommendations



## Four broad themes

1. National standardisation & consistency
2. Improved compliance
3. Inspection of vehicles
4. Strengthening the National Heavy Vehicle Accreditation Scheme (NHVAS)

Acting on these themes will help deliver better levels of vehicle maintenance that result in fewer safety critical defects, fewer crashes and fewer vehicle breakdowns.



# 1. National standardisation & consistency

- Better and nationally agreed criteria for
  - Assessing heavy vehicle roadworthiness
  - Classifying defects
  - Conduct of standardised inspections and procedures
  - Competencies for inspectors
- Key benefit – nationally uniform application of roadworthiness standards. Consistent, transparent compliance requirements.



## 2. Improved compliance

- Better tools to ensure compliance consisting of:
  - Chain of responsibility provisions
  - Enforceable undertakings
  - Better availability of formal warnings to deal with minor matters
- Key benefit – ability for proactive and cost-effective interventions delivering effective and long lasting action to raise levels of compliance.





## 3. Inspection of vehicles

- Key features:
  - Targeted
  - Risk based
  - Requires data gathering and evaluation
  - Offers a deterrent
- Key benefits – More effective deployment of resources to reduce identified risks, potential productivity gains.
- Time needed to develop the tools to implement this approach



## 4. Strengthening the NHVAS

- In November 2014 ministers agreed to improved business rules relating to auditor qualifications and oversight arrangements by NHVR.
- Potential to strengthen compliance requirements by requiring inspection of a sample of vehicles when renewing accreditation
- Key benefit – greater assurance that accredited maintenance is delivering safe vehicles



## Next steps

- Ministerial decisions
  - Options November 2015
  - Legislative amendments (if required) May 2016
- Implementation of operational aspects of reforms by NHVR
- Progressive implementation of measures

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