

ARTSA Meeting

8 December 2011

George Konstandakos
Chief Officer Projects

National Heavy Vehicle Regulator

- Final Regulatory Impact Statement and first Bill unanimously agreed to by SCOTI on 4th November 2011
- NTC and the NHVR project office are finalising the second amendment Bill to close out the remaining outstanding technical, legal and policy issues by May 2012.
- Regulations and fees to be finalised by June 2012



PBS

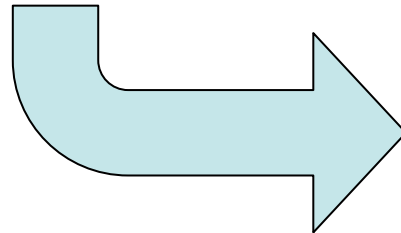
- Legislation amendments to be implemented with NHVR in January 2013. Enhancements in the following areas:
 - **Access** (assured of access for compliant designs, more streamlined access procedure and better ways of dealing with local road access issues)
 - **Flexibility** (ability to use PBS vehicles in a way which reflects real world usage)
 - **More cost effective** (manufacturer self assessment and certification)

PBS

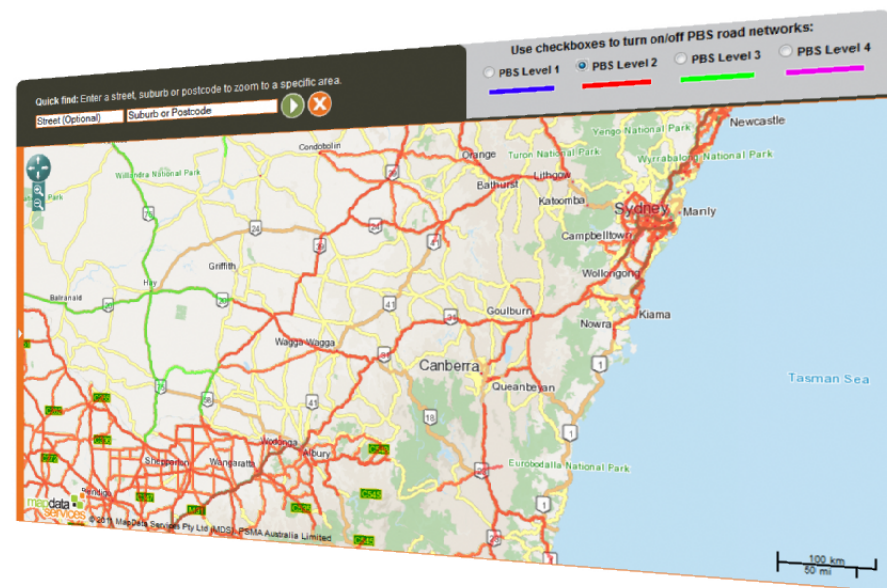
As of Right Access (using class 2 permits)



PBS
approved
vehicle



As of right access to the
appropriate PBS
network



PBS

Modular Assessment and Certification



Manufacturer can assess
and certify prime mover

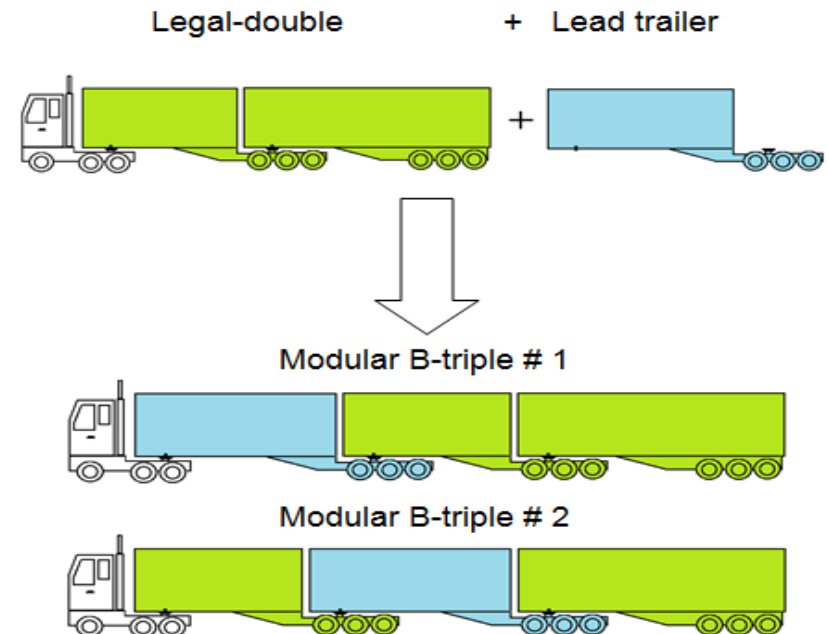
Manufacturer can assess
and certify trailer



PBS compliant
vehicle
combination

Modular B-triples

- Discussion paper released on 26 August 2011
 - Vehicle modularity - mixing & matching existing widely used vehicle units.
 - Utilizes existing type 1 road train network plus addition B-triple routes considered suitable by road agencies.
 - No legislative changes required, operate under a class 2 notice.





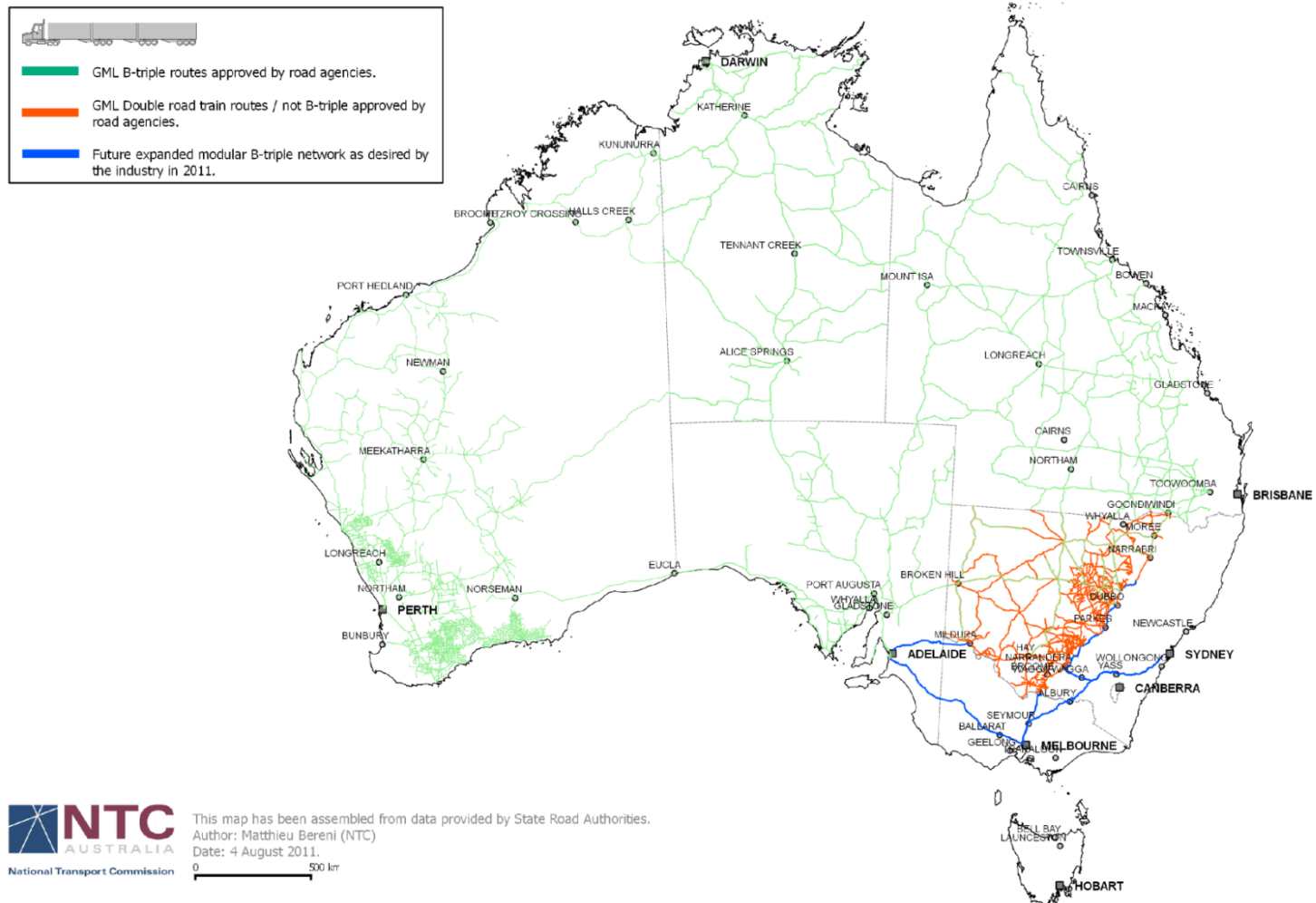
Modular B-triples

Benefits

- Productivity: ~ \$1B (NPV by 2030)
 - 10% payload mass increase and 5% payload volume increase over A-doubles
- Safety: 25 less road fatalities by 2030
 - Improved performance in comparison with A-doubles and in accordance with level 3 PBS standards
- Environment: ~ 1M tonnes reduction of CO2 by 2030
- Infrastructure impact: Comparable with A-doubles
 - Reduced road pavements wear than conventional A-doubles.
 - Bridges on the Type 1 road train network are suitable.

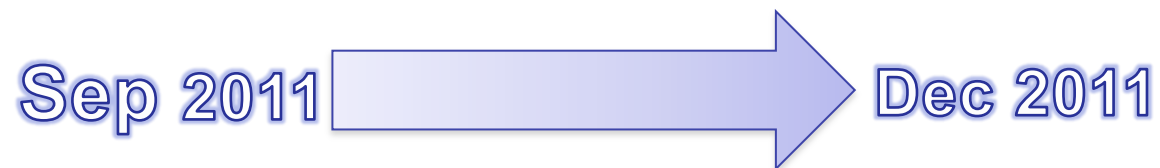
B-triple network

Development of a modular B-triple network



Timeline






- Discussion paper released for public comment : 26 Aug 2011
- Public submissions close: 30 Sep 2011
- Review comments and update discussion paper: Oct-Nov'11
- Final discussion paper/SCOTI submission: Dec'11



A-trailer charges

Background

- A trailer charge introduced as part of the 2007 Heavy Vehicle Charges Determination

Articulated truck: tri axle semi trailer: 6 axle rig 
B-double: 9 axle rig (tri axle lead trailer and tri axle semi trailer) 
B-triple: 12 axle rig (2 tri axle lead trailers and tri axle semi trailer) 
Road Train: 2 tri axle semi trailers (1 dolly) 
Road Train: 3 tri axle semi trailers (2 dollies) 



Issues

- Cashflow
- Impact on low mileage industries
- Impact on operators with high trailer to prime mover ratios
- Reduction in A-trailer valuations
- Disincentives to the use of safer vehicle combinations
- Transferring of SA A-trailer registration to WA
- Non-compliant registration

Industry recognition that the economic climate has also had an impact



Options

1. Redistribution of charges to get a better balance – using new cost allocation research
2. Extending the road train discount to B-triples
3. Standard axle charge - spreading A-trailer cost across other trailers (ATA)
4. Change registration / fuel charge split
5. Combinations of 1,2 and 4.



Next Steps

- Complete A-Trailer Review Report in consultation with industry, government
- Submit options to SCOTI by February 2012
- Implement recommendations by July 2012

Maintenance and Reviews

- Australia road rules and Australia vehicle standards rules (ARR/AVSR) review and maintenance.
 - Review discussion paper - October 2011.
 - Draft review evaluation report – April 2012.
 - Annual ARR/AVSR maintenance process.
- Australian Dangerous Goods maintenance and review.
 - Review discussion paper – April 2012.
 - ADG7.1 to incorporate UN16 & UN17 updates – Sept 2012.

The National Transport Commission leads regulatory and operational reform nationally to meet the needs of transport users and the broader community for safe, efficient and sustainable land transport.

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