



The NHVR Project

Les Bruzsa – Chief Engineer

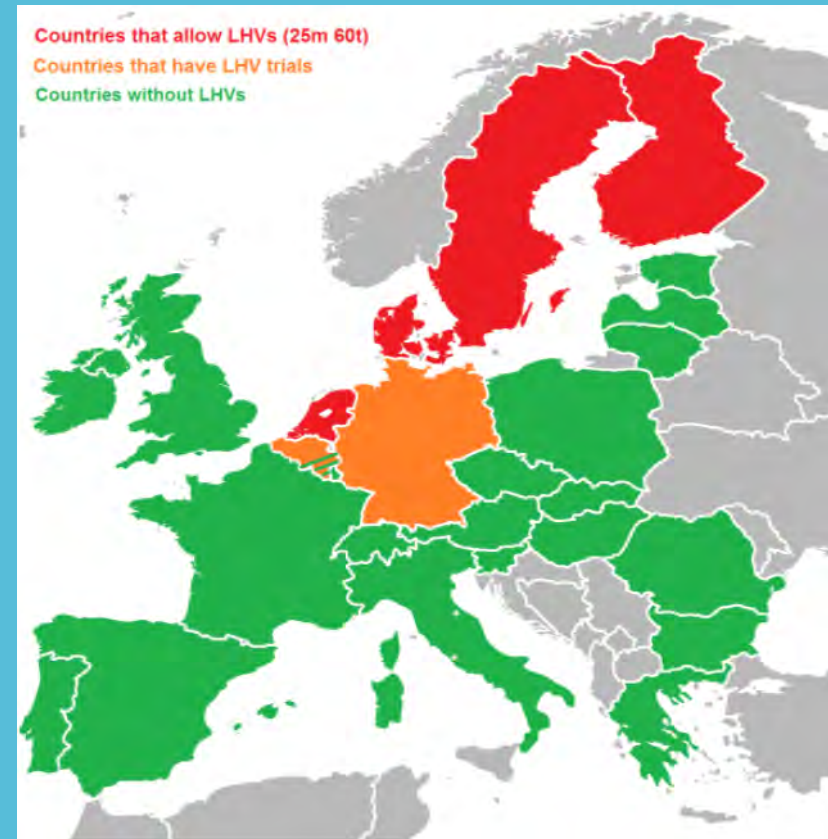
Global Truck & Trailer Leaders Summit
Melbourne, 1-2 April 2014

Global Review - EU

- EU directive 96/53 contains maximum dimension and weight limits for heavy vehicles within EU internal borders
- Overall Length 18.75m
- Width 2.55m
- Height 4.00m
- **Longer and Heavier Vehicles (LHVs)** vehicles measuring up to 25.25m and up to 60 tons

Global Review – EU

- LHVs are allowed and widely used in Sweden and Finland
- In the Netherlands and Denmark on a prolonged trial basis
- In the majority of member states only prescriptive vehicles are allowed to operate



Source: T&E, 2013

Global Review - North America

- The US Federal Motor Vehicle Safety Standards and Motor Vehicle Safety Regulations (Can) prescribe mass and dimension limits for heavy vehicles
- Compliant vehicles are generally limited to the National Network of interstate roads
- Vehicles are subject to various state and federal laws regarding limitations on heavy vehicle dimension
- Long Combination Vehicles are operated under permits in certain States and Provinces

A little Australian history

- Road freight in the 50' was hamstrung by government rules and regulations
- For interstate deliveries, a new permit was required for each load
- The only way a road transport company could operate interstate without permits was by carrying freight between two railheads not connected by rail
- Historic decision in London in 1954: "No Government has the right to protect its railways by restricting the interstate operations of road carriers"
- Interstate Parcel Express Company (IPEC)



Our industry today

- \$18 billion added to the Australian economy in 2012 financial year by specialised road transport businesses.

(Australian Bureau of Statistics 2012, *Australian Industry*, 2010-2011)

- 500 000 registered heavy vehicles.

(Australian Bureau of Statistics 2012, *Motor Vehicle Census, Australia*, 31 January)

- 70% of Australia's domestic freight is transported by road.

(Australian Trucking Association, *A future strategy for road supply and charging in Australia*, March 2013)

- 180,000 people employed Australia-wide by 50,000 specialised road freight businesses.

(IBISWorld, *Road Freight Transport in Australia*, August 2012)

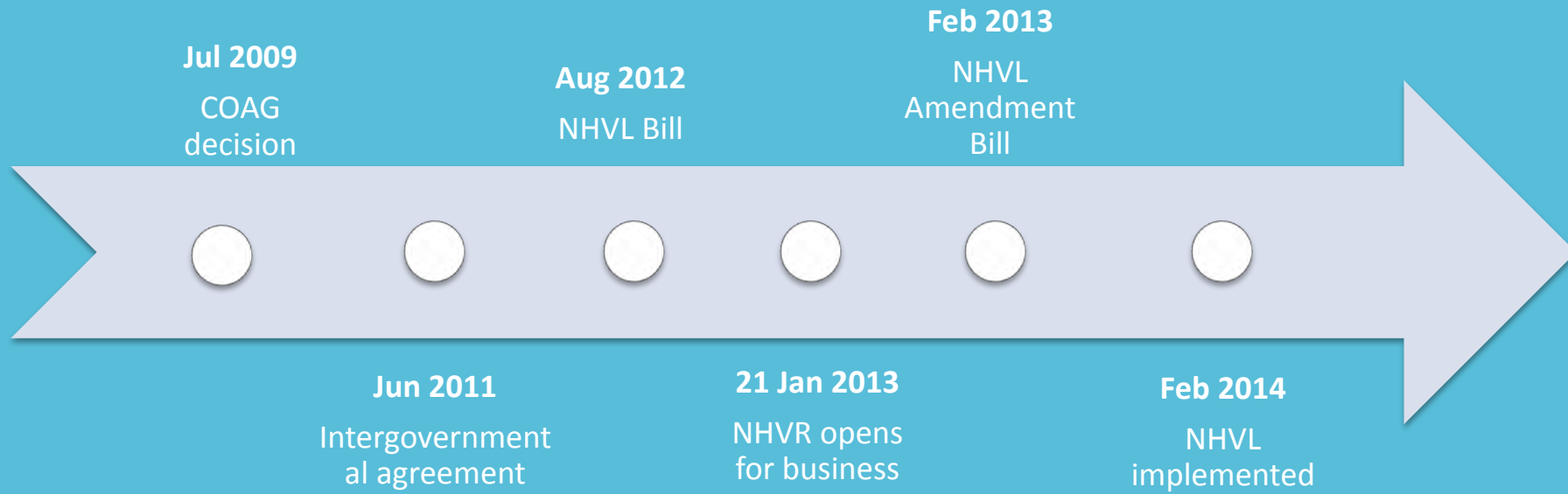


National Heavy Vehicle Regulator (NHVR)

- The National Heavy Vehicle Regulator (NHVR) is Australia's first national independent regulator for all vehicles over 4.5 tonnes gross vehicle mass.
- NHVR is an independent, statutory body corporate – it is not a government-owned corporation nor a government agency, and there are no shareholders.
- Based in Brisbane and have a national focus.
- National Heavy Vehicle Law (NHVL)



The reform journey





Strategic Focus

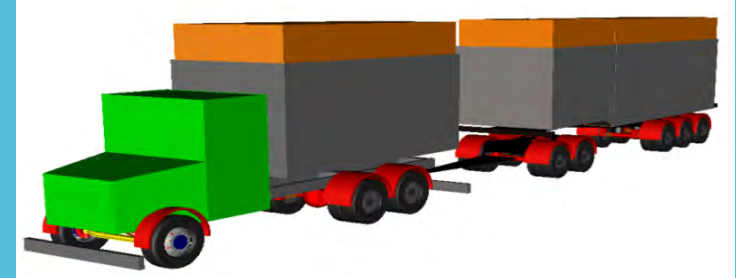
- Promote public safety
- Promote industry productivity and efficiency
- Encourage regulator, government and operator efficiency
- Manage impact of heavy vehicles on the environment, infrastructure and public amenity
- Harmonisation of standards and requirements

Broader Access Agenda

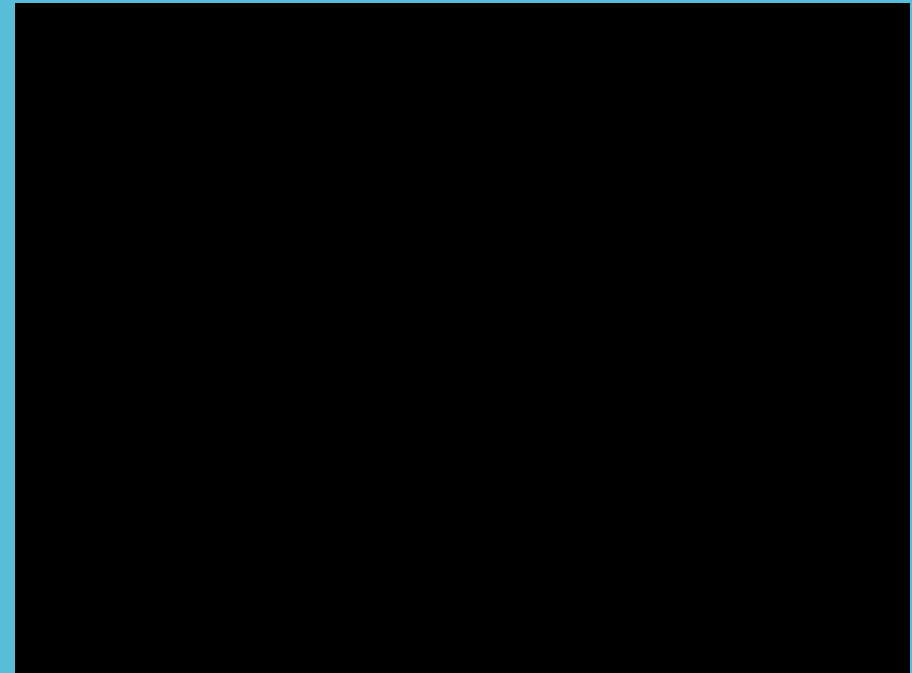
- Productivity and Efficiency beyond issuing permits.
- The NHVR is responsible for issuing all new notices under the HVNL.
 - review and consolidate
- Dealing with the last mile
 - Permit – Pre-approvals - Trials – Gazettes
- Types of notices:
 - National notices
 - State HVNL notices
 - Transitional notices.
- Performance Based Standards (PBS):
 - approvals
 - simplified permitting for PBS
 - direct network access

The PBS Scheme under NHVL

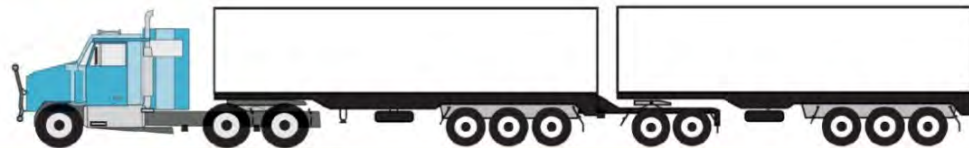
- PBS aims to maximise the safe use of higher productivity vehicles by matching the right vehicles to the right roads
- Offers the heavy vehicle industry the potential to achieve higher productivity and safety through innovative and optimised vehicle design
- Designed to perform their tasks productively, safely and sustainably
- One-stop shop for PBS design and access
- National process



PBS A-Double



6.4.3 PBS A-doubles



Simulation: ARRB

Payload (increased productivity)	100% ¹	↑
Operational savings (fewer vehicle/driver required)	37% ²	↑
Safety benefits (fewer crashes)	60% ³	↑
Reduced infrastructure impacts (saving in road wear)	21% ⁴	↑
Reduced environmental impacts (saving in emission)	38% ⁴	↑

1: When compared to a 50t truck and dog combination.
 2: When compared to existing fleets.
 3: Based on operator survey.
 4: Based on a given freight task.
 5: Based on a given freight task

NHVR Statutory obligations beyond permitting

- Compliance and Enforcement:
 - Administer the national law
 - National Operational Guidelines
 - Service agreement delivery.
- Chain of Responsibility:
 - National approach and key plank of safety agenda
 - Taskforce review.
- Codes of Practice.
- Co-Regulation, Accreditation & NHVAS.
- Fatigue, Standard, BFM and AFM.
- Vehicle Standards:
 - safety mandate
 - vehicle design and innovation.

Significant regulatory reform

- Big changes, a huge and very complex task
- Operational issues have been identified
- Support from jurisdictions, industry and stakeholders
- The essential motivations behind the establishment of a national Regulator are still valid
- Inconsistencies in regulatory practices can be reduced by one authority
- A fully functional, effective national system is needed to deliver safety and productivity benefits





National Heavy Vehicle Regulator

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