



National Heavy Vehicle Regulator

Australian Road Train Suppliers  
Association

7 December 2011



## The present

- › Each state and territory administers legislation and regulations for the operation of heavy vehicles on the road network
- › Currently, heavy vehicle operators have eight separate regulatory regimes to deal with — 6 state and 2 territory regimes (Commonwealth also offers an optional scheme)
- › Major differences exist between state and territory laws and regulations
- › Inconsistency is stifling productivity



## Milestones and agreements

- › On 2 July 2009 COAG agreed to introduce a single regulation entity to administer a body of national heavy vehicle laws
- › On 19 August 2011 COAG signed an intergovernmental agreement (IGA) defining the national agreement on the NHVR arrangements (WA Government considering further)
- › By July 2012 corporate NHVR entity
- › By December 2012 full implementation
- › By December 2016 Productivity Commission to review economic impact



## Platform for reform

### Possible NHVR model at 1 January 2013

- › Management of the PBS review and access related functions, driver fatigue panels and the national heavy vehicle accreditation scheme initiatives, and significant chain of responsibility investigations on national basis
- › Provide a one-stop-shop (increasingly over time) for a range of industry's business transactions with governments
- › Central reference point for information to industry, jurisdictions and other stakeholders through single website
- › Provide assistance, information and advice to all stakeholders (including governments) on matters relevant to their roles and functions



# Heavy Vehicle National Law

- › Draft regulatory impact statement (RIS) and draft Heavy Vehicle National Law (HVNL)
- › Future legislation development program
- › Key issues in bill 2 to form part of the forward work program (FWP)
- › Jurisdiction and industry engagement is critical



## RIS/HVNL: developing the law to date

- › HVNL is a consolidation of the various model laws developed by the NTC
- › HVNL provides the administrative provisions necessary to create the National Heavy Vehicle Regulator and establish its objectives and functions
- › Public consultation draft HVNL and RIS were released in late February for a 10 week consultation period
- › Feedback on the law was used to guide further changes
- › First bill endorsed by transport ministers 4-11-11
- › First bill introduced into QLD Parliament 15-11-11



# Future legislation development program

- › Developing application laws with jurisdictions
- › Second bill (bill 2) under development (March 2012)
- › Regulations to be finalised by mid 2012
- › Early commencement of Regulator mid 2012
- › Full commencement from 1 January 2013



# Forward work program

- › Identifies all outstanding issues and capture of new issues
- › Prioritises work for bill 2
- › Commitment to ongoing meaningful consultation
- › Better reporting on resolution of issues
- › Core elements:
  - Outstanding policy issues
  - Ministerial Council Guidelines
  - Governance mechanisms





# Vehicle Standards/ Inspections Vision

- › NHVR will develop and implement an integrated national approach to heavy vehicle standards management across Australia
- › provide frameworks that will enable industry to interact with jurisdictions and service providers in a seamless, consistent and timely manner
- › provide consistent decision making through the provision of agreed national guidelines and tools in the areas of inspection, assessment and accreditation
- › mutual recognition across state and territory borders
- › An important tenet of the NHVR is that current heavy vehicle inspection regimes within jurisdictions will continue to be implemented in the foreseeable future.



# Vehicle Standards Management

Consists of 3 distinct, but interdependent, projects

- › National Heavy Vehicle Inspection Standards
- › Accreditation Framework
- › Systems and processes to audit services and facilities

In each of these three areas the NHVR will develop national policy, procedures, forms, manuals, guidelines and training.



## Vehicle Standards Management (cont.)

The scope of these projects may include the following services:

- › Nationally consistent heavy vehicle inspections for the purposes of new registration or re-registration including:
  - vehicle safety
  - compliance with vehicle standards
  - determining vehicle characteristics (including mass and dimensions)
  - vehicle identity.



## Vehicle Standards Management (cont.)

- › functions related to the written-off vehicle register including:
  - validating the quality of repairs
  - determining the source of parts
  - verifying vehicle identity.
- › certification of vehicle modifications
- › clearance of defect notices
- › inspection of public transport vehicles



## Vehicle Standards Management (cont.)

- › alternative compliance schemes, such as TruckSafe
- › assessments of PBS (performance based standards) vehicles
- › assessment and application of consistent exemption conditions, appeals, reviews of decisions and dispute resolution from inspections, and assessments or service provider accreditation.

The implementation of these projects will lead to a more consistent application of heavy vehicle standards throughout Australia.



## Next steps

- › Collaborative approach in partnership with jurisdictions to reach consensus on the way forward
- › Co-ordination between the project domains to ensure an integrated approach to service delivery
- › Minimalist impact on systems and processes
- › Deliver tools and guidelines to enhance heavy vehicle standards management for both jurisdictions and industry.



## Current status

- › Heavy Vehicle Standards Reference Group established
- › Jurisdictional current state analysis being completed
- › Define heavy vehicle standards business requirements for future state process model being completed
- › NHVR to engage jurisdictions on a one-on-one basis and convene the Reference Group to resolve issues.



## Future activities

- › Engage expert vendors in this field to support deliver the vehicle standards project
- › functional requirements specification early 2012
- › jurisdiction gap analysis early 2012
- › solution options early 2012.





## Access management vision

- › NHVR Project Office will develop and implement an integrated approach to heavy vehicle access management across the national road network
- › Provide a NHVR one-stop-shop approach, for all road network stakeholders
- › Provide platforms that will enable industry and jurisdictions to interact in a seamless, consistent and timely manner
- › Provide consistent decision-making through the provision of agreed national guidelines and tools



# Access management

Consists of three distinct, but interdependent projects:

- › Single point of contact (service centre)
- › National network mapping
- › Access decision-making



# Registration and plates vision

- › Three options for an NHVR registration system:
  - A single national registration system
  - A federated model involving a national front end portal sitting over the top of jurisdictional systems
  - A minimalist approach similar to the existing FIRS arrangements



## Three options

- › A single national system: best overall result due to data migration, CTPI arrangements and light vehicle registration, but not possible by 2013
- › Federated model: very risky, very expensive, but not possible by 2013
- › As a result, a two-part strategy is proposed:
  - Short term: implementing a FIRS like option
  - Longer term: planning for an integrated national system



# Compliance and enforcement objectives

- › For industry to conform with the objectives of the Heavy Vehicle National Law, through:
  - regulation, accreditation, exemptions and policies
  - education and support
  - subsequent audit, monitoring and enforcement of industry activities by the NHVR and Road and Transport authorities