

HVNL Consultation Regulation Impact Statement

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Agenda

- HVNL C-RIS overview
 - Scope and policy areas
 - Problems for addressing
 - Next steps

HVNL C-RIS(2) overview

- C-RIS(2) released 9 Oct 2023, **consultation to 24 Nov 2023**
- Addresses fatigue, general access mass and dimension limits, National Audit Standard
- Total 25 policy options (incl 'base case'):
 - **Fatigue management** (16): record keeping (3), scope of FRHV (6), enforcement (7)
 - **Access** (7): Mass (3), height (2), length (2)
 - **National Audit Standard** (2)
- 25 consultation questions
- Consultation supported by a 'summary document' and targeted and public information sessions.
- Data is a key issue for D-RIS(2). Call for data and information in the C-RIS. The NTC is also planning a targeted survey.

HVNL C-RIS(2) Policy Areas

Aims to address these key policy areas

Fatigue management

Changes to the **scope of fatigue regulated heavy vehicles**

Enforcement changes to address minor work and rest and administrative offences

Options for streamlining **record keeping requirements**

Access

Increase in **mass limits** from GML to CML

Increasing **overall length** for general access

Increasing **overall height** for general access

Enhanced operator assurance

Detail of the **National Audit Standard**

Key problems - Access

- Despite the fast-growing national freight task and improvements in vehicle safety over time, this has not been reflected in expanded general-as-of-right access.
- Red tape in road access arrangements creates significant regulatory burden for operators seeking to operate above general-as-of-right access limits.
- The current access regime is complex and challenging for operators to understand compliance requirements, available concessions and available networks.
- There is a potential missed opportunity to improve operator productivity in prescriptive vehicle combinations.

Increase in **mass limits**
from GML to CML

Increasing **overall length**
for general access

Increasing **overall height**
for general access

Policy options - Access

Increasing mass limits	
4. Increasing mass limits – General Mass Limits (GML) to Concessional Mass Limits (CML)	<p>Base Case: status quo – current state of GML and CML (noting that this might include a provision for EURO VI)</p> <p>Option 4a: Establish new GML in the HVNL by increasing the current GML by 5 per cent. The new GML replaces the current CML. No additional mass allowance is provided for Euro VI vehicles.</p> <p>Option 4b: Establish new GML in the HVNL by increasing the current GML by 5 per cent. The new GML replaces the current CML. Additional mass allowance is provided for Euro VI vehicles.</p>

Consultation questions



Increase general access: vehicle mass limits – impacts, costs and benefits

- **Q15:** Which option (either Option 4a or 4b) would deliver the greatest benefit? Which would have the simpler implementation pathway? Please give reasons in your response.
- **Q16:** What are the main benefits for industry in simplifying mass limits to GML and HML?
- **Q17:** Alternatively, would there be value in creating a ‘new CML’, as an incentive for mass accreditation, between the proposed “new GML” and current HML?
- **Q18:** Could reforms that make it easier for operators to operate at CML without the need for accreditation lead to any adverse outcomes to road safety or road infrastructure?

Policy options - Access

Height and length increases	
5. Height increase	<p>Base Case: Height limit remains at 4.3m for general access vehicles.</p> <p>Option 5a: Increase height limit to 4.6m for general access vehicles.</p>
6. Length increase	<p>Base Case: Length limit remains at 19m for general access vehicles.</p> <p>Option 6a: Increase the general access length limit to 20m for general access vehicles.</p>

Consultation questions

Increase general access: vehicle height limits – impacts, costs and benefits

- **Q19:** Given increased vehicle height limits already available to operators through existing laws and notices targeted at specific supply chains, would a general increase in vehicle height allowances provide material productivity benefits (i.e., reductions in heavy vehicle trips)?
- **Q20:** Could reforms that make it easier for operators to operate at increased vehicle height limits lead to any adverse outcomes to road safety or road infrastructure? Are there options (e.g. vehicle or load type limitations) to mitigate any increased risk of adverse outcomes?

Key problems - Fatigue management

- Fatigue enforcement and compliance focuses on whether drivers conform to prescriptive rules, rather than targeting the wider problem of fatigue.
- Current record keeping requirements are complex and onerous for heavy vehicle drivers.
- Prescriptive work and rest requirements are inflexible.
- Controls under HVNL focus on long-haul interstate journeys but not risks associated with short-haul delays.

Changes to the **scope of fatigue regulated heavy vehicles**

Enforcement changes to address minor work and rest and administrative offences

Streamlining **record keeping requirements**

Key problems - Enhanced operator assurance

- Audits can be improved to increase reliability and confidence.
- Auditor competency requirements may not be fit-for-purpose for the new National Heavy Vehicle Accreditation Scheme Safety Management System requirements.
- There is a lack of consistency or mutual alignment of accreditation schemes across Australia.

Detail of the **National
Audit Standard**

Next steps

Make a submission

- You can read the full C-RIS and lodge a submission through the NTC website at <https://www.ntc.gov.au/transport-reform/ntc-projects/hvnl-reform>
- Register [here](#) for a public information session.
- **Consultation closes on 24 November.**
- Submissions should be made to enquiries@ntc.gov.au. Submissions received will be considered in preparing a D-RIS.
- A draft law will be presented to Australia's transport ministers in mid- 2024.

Links

- [Full C-RIS](#)
- [C-RIS summary document](#)

 Thank you