



**HEAVY VEHICLE**  
INDUSTRY AUSTRALIA



## **HVIA Submission**

Draft National Road  
Safety Strategy 2021-  
2030

**March 2021**

Heavy Vehicle Industry Australia  
Represents and advances the interests of manufacturers  
and suppliers of heavy vehicles and their components,  
equipment and technology.



[www.hvia.asn.au](http://www.hvia.asn.au)



[hvia@hvia.asn.au](mailto:hvia@hvia.asn.au)



07 3376 6266

## Background

Heavy Vehicle Industry Australia (HVIA) would like to commend Infrastructure and Transport Ministers on the National Road Safety Strategy 2020-2021 Consultation Draft which has correctly identified Safer Roads, Safer Vehicles and Safer Road Users as the keys to improving road safety in Australia.

Heavy Vehicle Industry Australia (HVIA) represents and advances the interests of the entire industry involved in the design, manufacture, importation, distribution, modification, sale service and repair of on-road vehicles with a gross vehicle mass or aggregate trailer mass over 3.5 tonnes as well as their components equipment and technology. The industry directly employs over 36,000 people and provides some of the world's most efficient, safe, innovative, and technologically advanced vehicles. HVIA seeks to work with government and industry stakeholders to promote an innovative and prosperous industry that supports a safe and productive heavy vehicle fleet operating for the benefit of all Australians.

HVIA's members supply vehicles or components currently regulated by the National Heavy Vehicle Law, WA and NT state Law and the Motor Vehicle Standards Act (MVSA) which will shortly be replaced by the Road Vehicle Standards Act which is administered by the Commonwealth Department of Infrastructure, Transport, Regional Development and Cities. Discussion of the regulation of our industry needs to consider the interaction between these pieces of legislation.

## HVIA's Key Comments

HVIA is primarily interested in promoting safer heavy vehicles but recognises that safer roads contribute to our objectives in relation to vehicles, and that vehicles can play a part in ensuring that we have safer drivers on the road. HVIA fully endorses the safe systems methodology and agrees that the social model approach is a key to achieving the targets outlined in the report.

HVIA's main suggestions for improving the draft report focus on the use of more active language for promoting the safety objectives and recognising that there are synergies between road safety and the use of more productive vehicles. It is important that the industry does not see road safety just as a cost burden but that it understands that the use of newer, safer, and more productive vehicles provides both cost savings and road safety benefits.

HVIA suggests that the sections on Infrastructure Planning and Investments, Regional Roads and Remote Areas could include words encouraging the use of new Performance Based Standards vehicles due to their demonstrated benefits for both road safety and productivity.

In the sections on Vehicle Safety and Heavy Vehicle Safety, HVIA believes stronger language could be used. Rather than saying "encourage and promote voluntary uptake" and "promote and reduce barriers," HVIA would encourage language that talks about incentivising the uptake of road safety technologies, through newer, safer vehicles and combinations.

It is important to understand that incentives do not always need to be cash incentives and do not always need to be provided by Governments. Some of the most effective incentives are ones that allow road users to be more productive, reduce costs or attract more business.

This is particularly important in the context of the social model that is embraced by the Road Safety Strategy. The strategy should encourage all parts of society to build incentives for safer practices into their normal way of behaving.

For example, the strategy should not limit itself to encouraging Governments at all levels to include safety technologies into contracts. It should also empower politicians and consumers to ask every organisation to demonstrate how it is building road safety practices into its day-to-day activities and, how it is incentivising contractors or others who provide the transport services it uses to implement safety systems and buy newer and safer vehicles.

In relation to workplace safety and risky road use, HVIA believes that the strategy should recognise that the use of in vehicle data and telematics can assist in monitoring driver behaviour and lead to better safety outcomes.

HVIA is pleased that the report identifies the reduction of fleet age as an important part of the strategy and would welcome further research on the best way to achieve this.

HVIA is eagerly awaiting the release of the final report and the Road Safety Action Plan for 2021-2025 and looks forward to working with the Office of Road Safety in this important initiative.