



NHVAS

2021

Why the Changes & Clarifications

- The first major update since 2008
- Closer alignment with Safety Management System ideals
- Opportunity to remove ambiguity & give clear understanding
- Help fill gaps for meeting obligations to safety as a primary duty
- Reduce duplicity



Business Rules Major Changes & Clarifications



- Nominated vehicles must hold current registration
- Inclusion of significant crash/incident reporting for operators – Notifiable Occurrences
- Clarification on criteria to be granted 3 years of accreditation
- AFM Business Rules no longer stand alone harmonised into existing business rules

Areas of focus



To be granted 3 years of accreditation;

- No at fault Notifiable Occurrences
- No major or higher, defective vehicle notices against a nominated vehicle
- No audit corrective actions during current period of accreditation
- No breaches of the HVNL relevant to the module

Areas of focus



Notifiable Occurrences – what are they

The same type of incident that would be reported to work safe as a workplace incident.

Significant or major incidents involving nominated vehicles and drivers (AFM & BFM).

- Significant personal injury – (Hospitalisation)
- Significant damage to a vehicle - (Total Loss)
- Significant damage to road assets requiring a high-level emergency response
- Significant incident with potential to cause major harm. (e. g. Dropped trailer)

What's the difference between significant and major?



A **significant** accident or incident involves injuries requiring hospitalisation and/or damage to property which presents a significant risk that requires considerable effort to avoid escalation of the impact during recovery.

A **major** accident or incident involves a fatality and/or damage to property with a major impact on life, property or the environment generally accompanied by a high-level emergency response and clean-up and recovery operation.



Areas of focus

Notifiable Occurrences – what gets reported & when

How & what to report

- NHVR online reporting tool via the NHVR Portal. –
- Mostly preformatted questions with option choices for answers

When to report

Within

- | | |
|---|----------|
| • Major - Involving dangerous goods | 24 hours |
| • Major – any other | 48 hours |
| • Significant – Involving dangerous goods | 48 hours |
| • Significant – any other | 7 days |

Changes common across modules



Mass Std 4, Maintenance Std 5

Records and Documentation

- To improve the visibility of vehicle faults, operators must keep a register of infringement and defect notices received which includes;
 - the registration number & VIN of the vehicle the notice was issued against
 - the date, time & place the notice was issued
 - the nature of the contravention (description of the defect)
 - the date the defect must be repaired by
 - who conducted the repairs
 - the date the repair was completed
 - the authorised entity that cleared the notice.

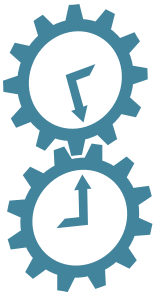
Changes common across modules

Mass Std 4, Maintenance Std 5 , AFM & BFM Std 6
Records and Documentation

- A register of employees and/or contracted staff operating under the accreditation is kept and regularly updated.



NHVAS Maintenance Management Changes



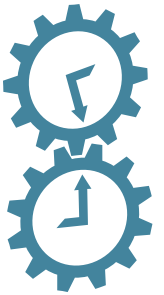
Std 1 - Daily Check

- Strengthened to include a daily check of tow couplings and drawbars for security & integrity
- The vehicle is no longer certified as “roadworthy” after a daily check but rather “safe” to the limits of the inspection.
- NHVAS label fitted, not obscured and free of damage
- Intercept report book is kept with the vehicle.

NHVAS Maintenance Management Changes

Std 4 - Maintenance Schedules and Methods

- All nominated vehicles must undergo an annual mechanical inspection that is at least equal to the inspection, conducted by a road authority, by a suitably qualified person or by a person supervised by a suitably qualified person.
- Roller brake testing is not required.



Inspection
Checklist

NHVAS Mass Management Changes



Std 2 - Vehicle Control

- All vehicles nominated by the accredited operator **and all trailers used in combination with nominated vehicles** must be operated in accordance with the Mass Management System.
- A documented procedure to record the details of each vehicle nominated in the module.

NHVAS Mass Management Changes



Std 5 - Verification

- Where the documented policies & procedures adopted for standard 3 can demonstrate that vehicle loading is controlled within allowable axle and gross limits for every load and trip it can be taken that the criteria for this standard have been met.
- The verification of a vehicle's mass when loaded according to procedures described as part of standard 3 must be conducted at least bi-annually using a weighing device that has been certified / calibrated within the last twelve (12) months.

NHVAS Fatigue Management Changes



AFM & BFM standards become one set of 7 standards

- Std 1. Scheduling and rostering
- Std 2. Health and wellbeing for performing duty
- Std 3. Fatigue knowledge and awareness
- Std 4. Responsibilities and Management Practices
- Std 5. Internal review
- Std 6. Records and documentation
- Std 7. Workplace Conditions

All existing criteria have been retained just moved in some instances

NHVAS Fatigue Management Changes



AFM & BFM standards become one set of 7 standards

➤ Std 7. Workplace Conditions

- ❖ The operator will ensure workplaces comply with the Work Health and Safety legislation and relevant vehicle Australian Design Rules to assist in the prevention of fatigue.
- Two criteria must be demonstrated
 1. Policies and procedures exist that ensure the working environment assists in the prevention of fatigue. This must include where applicable specific provisions relating to driver seating, driver sleeping facilities, depot facilities and air conditioning of driver cabs.
 2. If drivers are required as part of their duties to sleep in a vehicle when away from their home location (including two up drivers), then the vehicle they are sleeping in must conform to the requirements of ADR 42.

Next Steps - Implementation



- New Participants
 - ❖ All changes to be met on entry effective **22/2/2021**
- Existing participants - Transition into the changes
 - ❖ One accreditation cycle to transition into the changes
 - ❖ Existing policy and procedure manuals will need updating
 - ❖ Operators may choose to update at any time or changes needed will be identified at the next compliance audit

Next Steps - Implementation



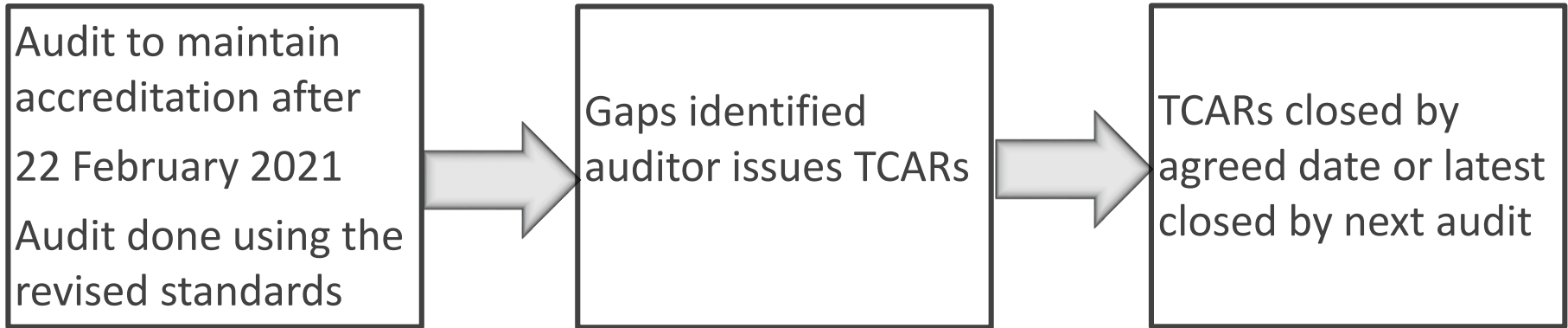
- Existing participants - Transition into the changes
 - ❖ CARs issued to have manuals updated will be identified as a Transitional Corrective Action Request or TCAR and will not affect the assessment of being granted a new period of accreditation.

 - ❖ TCARs can have a maximum of 2 years to be closed out. (Closed by the next audit)

Next Steps - Implementation



- Existing participants - Transition into the changes
 - ❖ Operator can update at any time, or
 - ❖ The next compliance audit will identify any changes needed



Questions?

For further information

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