



NHVR'S OPERATIONAL VISION

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THE NHVR IN 2024

- The NHVR is celebrating 10 years since we commenced enforcing the Heavy Vehicle National Law.
- Our journey to becoming Australia's single national heavy vehicle regulator was completed this year with Queensland's transition to the NHVR in April 2024.
- Our purpose is to enable safe and efficient heavy vehicle movements for the benefit of all road users.
- The NHVR takes an inform, educate and enforce approach to compliance.



QUEENSLAND TRANSITION TO THE NHVR



- On 20 April 2024, heavy vehicle regulatory services transitioned from Transport and Main Roads (TMR) to the NHVR, with a new head office located in Townsville.
- Queensland is now the NHVR's Northern Region, joining our Central and Southern regions in leading on-road operational service delivery.
- 160 new employees joined the NHVR, with 110 of them transferring from TMR.
- The NHVR has 14 regional homebase locations across QLD, and a satellite office in Mt Isa.
- The NHVR appointed Kelli Ready as Director for Northern Region.

QUEENSLAND'S FUTURE FOCUS

The NHVR will focus on:

- Continuing to work closely with TMR to continue to identify interception sites that may require safety or infrastructure upgrades.
- Better separation from live traffic lanes.
- Trailer mounted ANPR cameras.



NHVR OPERATIONS OVERVIEW



- Our Operations division has over 700 staff, with three key divisions:
 - National Compliance Services
 - Service Delivery
 - On-Road Operations
- Our teams within these divisions include:
 - Compliance services
 - Safety Assurance
 - National Operations
 - Contact Centre
 - Compliance Monitoring
 - Training
 - Analyst, Intelligence & Risk
 - Agreements & On Roads Procurement
 - Access & Accreditation
 - Harmonisation



NHVR OPERATIONAL OUTLOOK



- We want to deliver a national, borderless operation.
- A priority is ensuring road-side intercept sites and infrastructure are used strategically.
- We aim to identify and focus on risks, and continue to promote safety within industry.
- Our Operations team continues to deliver on-road safety and compliance programs to reduce the heavy vehicle road toll and prevent serious injuries.

SAFETY AND COMPLIANCE ACTIVITY



- Our approach is to '*inform, educate and enforce*'.
- We believe education is key and want industry to be able to understand and comply with their safety duties.
- From January to June this year, our officers have already spent 3,658 hours on driver education, with 1,650 hours spent on work diaries alone.



SHARING OUR INFORMATION WITH INDUSTRY

Operator Regulatory Performance Program



Operator Compliance Intercept Outcomes

Intercepts

[All Intercepts](#)
[Compliant Intercepts](#)
[Non-compliant Intercepts \(all\)](#)

Intercepts with Education

VIN / Chassis Number	Registration Status	Plate Number	Registration Jurisdiction	Make	Model	Intercept Date	Intercept Jurisdiction	Compliant Intercept?	Registered Operator Name	Legal Entity Name
	Registered		VIC	KRUEGR	ST338	16/01/2024	VIC	N		
	Registered		VIC	KRUEGR	ST338	01/11/2023	SA	N		
	Registered		VIC	KRUEGR	ST338	01/11/2023	SA	N		
	Registered		SA	VOLVO	FH13	01/11/2023	SA	N		

Compliance Actions

[Defects](#)
[Education](#)
[Infringement](#)
[Formal Warning](#)
[Other](#)

Education

VIN/Chassis Number	Plate Number	Registration Jurisdiction	Intercept Date	Intercept Jurisdiction	Intercept Compliant?	Compliance Action	Education Category
		VIC	16/01/2024	VIC	N	Education	Work Diaries
		SA	01/11/2023	SA	N	Education	Other
		VIC	01/11/2023	SA	N	Education	Other
		VIC	01/11/2023	SA	N	Education	Other
		VIC	11/10/2023	VIC	Y	Education	Work Diaries
		VIC	11/10/2023	VIC	Y	Education	Work Diaries
		VIC	28/09/2023	SA	Y	Education	Fatigue
		VIC	28/09/2023	SA	Y	Education	Work Diaries

Legal Entity Name: Name registered with ASIC (matched using ACN), if no ACN recorded, then Registered Operator Name

Data Science & Analytics | Version: 1.08
Report Run At: 04 Sep 2024 4:01 PM

ACCESS & PRODUCTIVITY TOOLS



Freight PASS Tool


Productivity and Safety/Sustainability

Looking at the comparative safety, productivity and sustainability performance of over 200 different freight vehicles.




For a 10 million tonne kilometre freight task

Switching from




9-axle-B-Double (GML)

to



12-axle PBS Level 3 A-Double (HML)

Saves




2,175
Hours on the road

* Consecutive non-stop return trips travelling at 80km/h (e.g. excluding designated rest stops, loading and unloading).


For a 10 million tonne kilometre freight task

Switching from




9-axle-B-Double (GML)

to



12-axle PBS Level 3 A-Double (HML)

Reduces



197 tonnes
CO₂ emissions

* Calculation based on the unimproved fuel consumption model and emission conversion factor sourced from the ATAP road parameter guidelines.




PAVEMENT IMPACT COMPARISON CALCULATOR

Helping road managers minimise damage to roads

ONE OF THESE TRUCKS HAS LESS IMPACT ON YOUR ROADS




SWITCHING FROM:




Conventional B-double (GML without road-friendly suspension)
62.5t GCM | 5.56t per ESA

TO:



PBS Level 2B A-double (HML with road-friendly suspension)
85t GCM | 7.63t per ESA



Results in **38% less pavement wear** over the life of a freight task

Simple changes in vehicle choice have a powerful effect that benefits roads and the community

DATA SHARING WITH OTHER AGENCIES

- Regulatory Partners Program
- Data sharing agreements with LEAs to obtain one view of HVNL compliance actions.
 - SAPOL – commenced and on going
 - VICPOL – commenced and on going
 - NSWPF – proposed - options paper disseminated
 - QPS – proposed – options paper disseminated
- Participation in HVRF, EU and National Working Groups across all participating jurisdictions



Moving our Focus



Operator Intervention Approach Program

- Utilises various risk assessment and intelligent sources to identify operators demonstrating a level of recidivist offending.
- Once identified, the NHVR makes contact to arrange a visit by SCOs to provide education and guidance in relation to Safety Management Systems.
- Operators continue to be monitored for risk following the education.
- Aim of this program is to undertake early education-based interventions to correct compliance behaviours to avoid other regulatory interventions or safety incidents.

Off Road investigations team

- Increases ability to exercise compliance and enforcement functions in relation to off road parties.
- Develops standing monitoring function for all duty holders
- Increases rate of adoption of technologically or system-based safety and compliance solutions practices.
- The goal of the team is to influence upstream decision-makers to improve compliance and reduce impact of unsafe practices.

RISK BASED HEAVY VEHICLE INSPECTION SCHEME



- The Risk Based Heavy Vehicle Inspection Scheme aims to establish a framework for the delivery of a national regime of scheduled, risk-based heavy vehicle inspections managed by the NHVR.
- The NHVR has collaborated with jurisdictions and industry to develop policies and standards for the scheme.

ADVANCING OUR TECHNOLOGY




Class 2

☆

+

×

B-double, up to 26m in length



26m

Length

2.5m


Width


4.3m


Height


DETAILS

Networks

 Australian Capital Territory B-double Network
Last updated 05/09/2024

 GML & CML 25/26m B-double Routes
Last updated 04/09/2024

 Victoria's Gazetted B-Double Network
Last updated 05/09/2024

 26m B Double (GML)
Last updated 05/09/2024

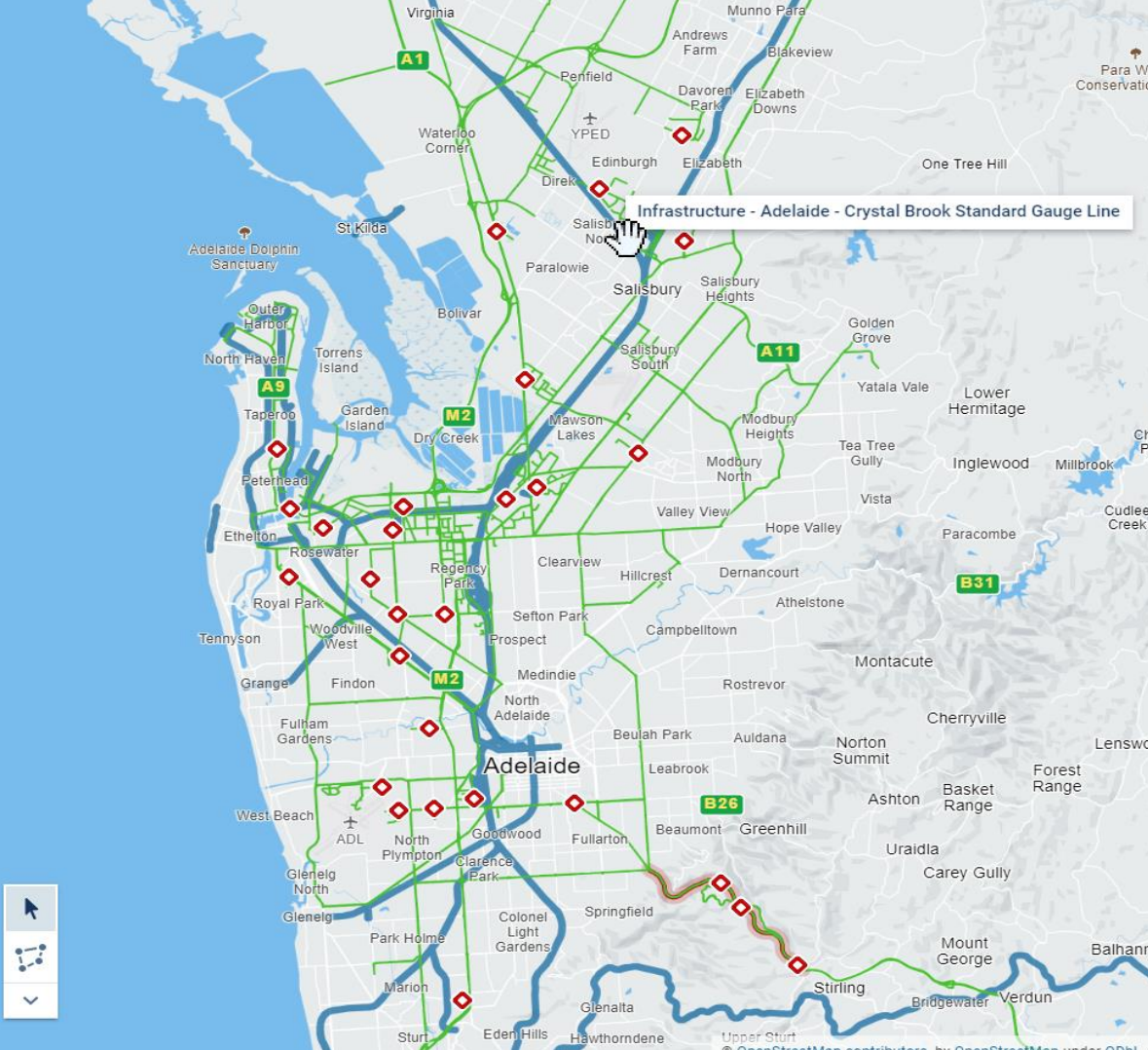
The South Eastern Freeway, on the approach to Adelaide, ends in a 7km continuous steep descent that enters a major intersection and continues along a major arterial road. Drivers need to use appropriate hill descent vehicle control technique...
[MORE](#)

Access Instrument

National Class 2 B-double Authorisation Notice 2024 (No. 1)

Status	Type	Starts	Ends
Current	Notice	01 Feb 2024	31 Jan 2029

[Gazette Notice](#)



IMPROVING ACCESS AND EFFICIENCY THROUGH THE MAPS



NHVR

Network maps

Find a network by selecting a category and then a vehicle.

View by
Access Instrume... ▾

Search Access Instruments by keywords (optional)

Australian Capital Territory Class 3 4.6m High Vehicle Dimension Exemption Notice 2020 (No.1)
2 Vehicles

National Class 2 B-double Authorisation Notice 2020 (No. 2)
5 Vehicles

New South Wales Class 3 Drought Assistance Dimension Exemption Notice 2023 (No.1)
5 Vehicles

New South Wales Class 3 Heavy Vehicle Converter Dolly Combination Exemption Notice 2019 (No. 1)
2 Vehicles

Queensland Class 3 Cotton Module Transportation Dimension Exemption Notice 2019 (No.1)
1 Vehicle

NATROAD

PRODUCTIVITY FOR INDUSTRY



Heavy Vehicle Productivity Plan

Areas of focus

- Use data to boost productivity and streamline access across borders.
- Responsive efforts to keep trucks moving when disasters strike.
- Provide information and tools that inform consistent and quicker decisions.
- Lead the reform of the PBS scheme in line with the HVNL review.
- Provide the uptake of newer, cleaner and safer vehicles.

Outcomes we want to achieve

- Protect and enhance the productivity and resilience of heavy vehicle operations.
- Achieve zero deaths and serious injuries on our roads by 2050.
- Reach net zero emissions by 2050.

Public consultation

- Draft released for submissions and feedback from July 2024.
- Final plan by December 2024.



Thank you