Work Program 2014-15 to 2016-17
As I begin my first year as the Chairman of the NTC, we have identified some significant opportunities to improve transport productivity, safety and environmental outcomes. This Work Program is the result of a thorough analysis by the NTC, governments and industry on how we can best leverage these opportunities to raise the performance of heavy vehicle, rail and intermodal transport systems in Australia.

The development of the NTC’s Work Program has been undertaken in the context of a rapidly changing freight transport task. Opportunities have been identified to increase supply chain productivity through the wider use of higher productivity vehicles, improving access, and reducing unnecessary regulation. Leveraging the efficiency and safety benefits that constantly evolving technologies can bring to transport is also important.

Improving safety outcomes is a key transport challenge. There is still work to be done to ensure we have accurate data to monitor trends and continue the journey towards best practice regulation in order to ensure our transport system is as safe as possible.

This Work Program is informed by the NTC’s Strategic Plan, which details the vision, mission and role of the NTC, as well as our goals and priorities. The 2012 Review of the NTC and other relevant transport bodies recommended enhancements to this process, which the NTC implemented during 2013 and are reflected in the Strategic Plan and this Work Program. These enhancements seek to strengthen stakeholder involvement in the development, prioritisation and delivery of reforms and better identify long term reform directions.

A large focus of this work program, especially in the first year, is on the maintenance of the Heavy Vehicle National Law and Rail Safety National Law following the establishment of the national regulators. This is important to ensure that the national laws achieve their intended outcomes and to achieve best practice. In the short term, the NTC will also work with states, territories and the Commonwealth to implement ministerial decisions on heavy vehicle charges and complete an important review of heavy vehicle roadworthiness policy, regulation and practice. Medium to longer term priorities include finalising the complete implementation of the national laws and regulators, investigating opportunities for improved data sharing and technology use to achieve better safety and productivity, and supporting transport system planning, investment and charging reform.

I would like to thank all of our stakeholders who contributed to the development of the NTC’s Strategic Plan and Work Program and look forward to working together to achieve better outcomes for Australian transport.

David Anderson PSM
Chairman
# Table of contents

1. **About the National Transport Commission**  
   3

2. **External environment**  
   4

3. **Stakeholder consultation**  
   5
   3.1 Working with Transport and Infrastructure Senior Officials Committee (TISOC) and the Transport and Infrastructure Council  
   5
   3.2 Working with the national regulators and other transport bodies  
   6
   3.3 Working with industry  
   6

4. **NTC Work Program**  
   7
   4.1 Strategic planning and work program development process  
   7
   4.2 NTC Work Program schedule 2014-15 to 2016-17  
   8
   4.3 Compliance and technology  
   10
      4.3.1 Electronic work diaries and HVNL penalties  
      10
      4.3.2 Compliance and enforcement framework for heavy vehicle telematics  
      10
      4.3.3 Legislative Chain of Responsibility issues  
      10
      4.3.4 Development of a data collection framework for heavy vehicle drive fatigue  
      10
      4.3.5 Cooperative intelligent transport systems (C-ITS)  
      10
      4.3.6 Policy work to inform the National Heavy Vehicle Registration Scheme  
       (previously NHVR led)  
      10
   4.4 Heavy vehicle pricing  
   11
      4.4.1 Funding and charging arrangements for road infrastructure  
      11
   4.5 Productivity, safety and environment  
   11
      4.5.1 Heavy vehicle roadworthiness  
      11
      4.5.2 National consistency in the regulation of over-dimensional vehicles  
      11
   4.6 Routine maintenance  
   12
      4.6.1 Current maintenance projects  
      12
   4.7 Reform monitoring, evaluation and strategy  
   12
      4.7.1 Review of the Intelligent Access Program  
      12
      4.7.2 Reform monitoring and reporting  
      12
      4.7.3 Strategic planning  
      13

5. **Guide to acronyms**  
   14
As an independent statutory body, the National Transport Commission (NTC) contributes to the achievement of national transport policy objectives by developing regulatory and operational reform recommendations and advice for the Transport and Infrastructure Council. In developing transport reform, the NTC consults stakeholders and receives advice from the Transport and Infrastructure Senior Officials’ Committee (TISOC).

The NTC is required to develop a rolling three year strategic plan and a work program each year for approval by the Transport and Infrastructure Council, as set out in the Inter-Governmental Agreement (IGA) for Regulatory and Operational Reform in Road, Rail and Intermodal Transport and the National Transport Commission Act 2003. The strategic plan and the work program are prepared under the guidance of the NTC Commissioners, with valuable input from government shareholders, industry stakeholders and the NTC staff.

Refer to the back of the report for a guide to acronyms.
The NTC has identified a variety of factors currently influencing, or likely to impact on Australia’s transport system – creating specific risks and opportunities for the NTC in meeting its four strategic goals: increased transport productivity, improved transport safety, improved environmental outcomes and regulatory efficiency. These factors include:

- global forces of change – including potential for further economic shock, energy availability and price volatility, as well as climate change impacts and weather events
- demographics – an ageing, urbanising and growing population as well as an ageing transport workforce
- infrastructure constraints – ageing infrastructure within a vehicle dependent urban environment, investment backlogs and poor data on network condition leading to vulnerability to disruption and bottlenecks
- advances in technology and the affordability of sensing and computing devices
- a rapidly growing, and changing national freight task, and states and territories with different responses to these challenges
- an identified need to improve and increase transport infrastructure investment
- continued community concern over transport crash related fatalities and trauma and the health impacts of transport emissions.

The development of NTC’s Strategic Plan and Work Program was undertaken in the context of these challenges and opportunities.
Effective stakeholder engagement underpins all of the NTC’s work, and this collaborative approach guides the NTC from the initial stages of reform development, right through to delivery, implementation and maintenance of agreed reforms.

The NTC is committed to closely collaborating with government and industry partners in the identification and analysis of issues and potential solutions to ensure that the best long term reform solutions are developed and implemented.

In developing this program extensive consultation was undertaken by the NTC which included the activities in the following table (right).

<table>
<thead>
<tr>
<th>Activity</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Early engagement with Industry Advisory Group (IAG) workshop</td>
<td>3 May 2013</td>
</tr>
<tr>
<td>Letters to jurisdictions requesting key priorities and candidate projects</td>
<td>July 2013</td>
</tr>
<tr>
<td>Commissioners planning workshop</td>
<td>21 August 2013</td>
</tr>
<tr>
<td>Presentation at Freight Week</td>
<td>6 September 2013</td>
</tr>
<tr>
<td>Candidate project workshop with industry (IAG workshop)</td>
<td>9 October 2013</td>
</tr>
<tr>
<td>Information provided to TISOC</td>
<td>11 October 2013</td>
</tr>
<tr>
<td>Engagement with proposers of projects (by phone)</td>
<td>November 2013</td>
</tr>
<tr>
<td>Prioritisation workshop with governments and industry</td>
<td>21 November 2013</td>
</tr>
<tr>
<td>Commission meeting (endorsement of draft strategic plan and draft work program for consultation)</td>
<td>7 February 2014</td>
</tr>
<tr>
<td>Consultation with key stakeholders on draft work program</td>
<td>February to March 2014</td>
</tr>
<tr>
<td>Review by TISOC members</td>
<td>11 April 2014</td>
</tr>
</tbody>
</table>

3.1 Working with Transport and Infrastructure Senior Officials Committee (TISOC) and the Transport and Infrastructure Council

The NTC has implemented a performance based framework to support decision making by the Transport and Infrastructure Senior Officials Committee (TISOC) and the Transport and Infrastructure Council.

The NTC will provide business cases for Ministerial consideration as the first step to gain agreement to undertake new candidate projects. All successful major reforms will also include development of implementation plans with clear outputs, timeframes and accountabilities for the development of the reform through to delivery by governments and industry.
3.2 Working with the national regulators and other transport bodies

In addition to building strong relationships with key national transport bodies, the NTC has set in place a variety of formal agreements to support interagency cooperation.

The NTC and the Office of the National Rail Safety Regulator (ONRSR) have signed a memorandum of understanding to help facilitate the best rail safety and productivity outcomes for Australia. The NTC has also signed formal memorandum of understanding with the National Heavy Vehicle Regulator (NHVR) to support the implementation and operation of the national law.

The NTC and Austroads signed a new agreement to form a common line of action on road transport issues such as research, policy development, implementation and operational matters and are improving co-ordination of work programming.

The NTC will continue to collaborate closely with other affiliated agencies and bodies, for example Transport Certification Australia (TCA), the Bureau of Transport, Infrastructure and Regional Economics (BITRE) and the Australian Road Research Board (ARRB). This ensures national transport bodies are collaborating on the progress and content of work being undertaken and be able to ensure optimisation of our respective work programs.

3.3 Working with industry

The NTC continues to maintain strong industry engagement arrangements in the development and delivery of future reform projects. This includes the scoping and prioritisation of our reform projects, the publication of our forward work program and regular progress reporting of key reforms to industry stakeholders ensuring the ongoing viability of their sectors, and the NTC working closely with interested parties to ensure development of robust policy and legislative reform proposals for government and Ministerial consideration.

The NTC will continue to work with the national regulators to ensure that there is improved and coordinated consultation with industry and the community.
4.1 Strategic planning and work program development process

In response to the recommendations from the 2012 Review of the National Transport Commission and other relevant transport bodies undertaken for TISOC, the NTC has adopted a best practice approach to strengthen its annual strategic planning and work program development processes.

Enhancements to the strategic planning and work program development process include:

- articulation of a repeatable, transparent and inclusive process to provide a clearer line of sight from strategic objectives and goals, to outcomes
- development of a longer-term view of candidate reforms, maintenance, planning, reform evaluation and performance reporting activities so that reforms and key activities are planned, sequenced and resourced to ensure a high quality pipeline of priority national reforms. This reform pipeline guides the annual development of the three year work program
- increased opportunity for stakeholders to provide input to the review of the strategic plan, nomination and prioritisation of proposed reforms, and development of the detailed work program
- using a more comprehensive performance based framework for considering and monitoring program against the NTC’s strategic plan, work program and budget each year.

This process has been applied in the development of this work program (and its corresponding Strategic Plan).
4.2 NTC work program schedule 2014-15 to 2016-17

To ensure successful delivery of the program (tabled below), the NTC has retained its current structure of five program areas which will be reviewed again in the 2014-15 strategic planning cycle:

- Compliance and technology
- Productivity, safety and environment
- Routine maintenance
- Heavy vehicle pricing
- Reform monitoring, evaluation and strategy.

<table>
<thead>
<tr>
<th>Programs / Projects</th>
<th>Timing (financial year)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2014-15</td>
</tr>
<tr>
<td><strong>Compliance and technology</strong></td>
<td></td>
</tr>
<tr>
<td>Review of penalties within the Heavy Vehicle National Law</td>
<td></td>
</tr>
<tr>
<td>Legislative Chain of Responsibility issues</td>
<td></td>
</tr>
<tr>
<td>Cooperative Intelligent Transport Systems policy implementation</td>
<td></td>
</tr>
<tr>
<td>Voluntary use of heavy vehicle telematics for regulatory purposes</td>
<td></td>
</tr>
<tr>
<td>Electronic work diaries: advice and changes to the Heavy Vehicle National Law</td>
<td></td>
</tr>
<tr>
<td>Regulatory advice to the National Steering Committee of the NHVR Five Star Safety Rating System National Project</td>
<td></td>
</tr>
<tr>
<td>Policy work to inform the Heavy Vehicle Registration Scheme (previously NHVR led)</td>
<td></td>
</tr>
<tr>
<td>Fatigue – consideration of annual risk management plans (previously NHVR led)</td>
<td></td>
</tr>
<tr>
<td>Exploring the costs, the benefits and the opportunities in using electronic regulatory documentation (e.g. dangerous goods documents) *</td>
<td></td>
</tr>
<tr>
<td>Identify opportunities to improve heavy vehicle speed management under the Heavy Vehicle National Law including penalties*</td>
<td></td>
</tr>
<tr>
<td>Preparation for more autonomous road and rail vehicles – identifying any regulatory and operational barriers*</td>
<td></td>
</tr>
<tr>
<td>Heavy vehicle driver fatigue data*</td>
<td>BC</td>
</tr>
<tr>
<td><strong>Heavy vehicle pricing</strong></td>
<td></td>
</tr>
<tr>
<td>Heavy vehicle charges review and determination (including annual adjustment) and ongoing work on road infrastructure funding and charging arrangements</td>
<td></td>
</tr>
<tr>
<td><strong>Productivity, safety and environment</strong></td>
<td></td>
</tr>
<tr>
<td>Heavy vehicle access and productivity improvement sub-program</td>
<td></td>
</tr>
<tr>
<td>Investigate the feasibility of allowing 6 and 7 axle truck and dogs at PBS mass limits without PBS</td>
<td></td>
</tr>
<tr>
<td>Review of quad axle, twin steer and tri-drive operations</td>
<td></td>
</tr>
<tr>
<td>National consistency in the regulation of over-dimensional vehicles</td>
<td></td>
</tr>
<tr>
<td>Heavy vehicle roadworthiness (vehicle inspections) and NHVAS maintenance module review (joint program with the National Heavy Vehicle Regulator)</td>
<td></td>
</tr>
<tr>
<td>Application of wide single tyres as an alternative to dual tyres</td>
<td></td>
</tr>
<tr>
<td>Review and update the load restraint guide*</td>
<td>BC</td>
</tr>
<tr>
<td>Assess opportunities and, where appropriate, develop the business cases for increased freight productivity including: Enhancements to NHVAS mass module, steer axle mass review, improved mainstreaming of innovative vehicle designs, increasing allowed volume where mass is not the constraint, allowances for heavier and longer trains, application of bridge assessment processes, risk based approach for Heavy Vehicle Access to broader networks, develop consistent standards and operating arrangements for tri-axle dollies (previously an NHVR led project) *</td>
<td></td>
</tr>
<tr>
<td>Better understanding the costs of compliance for the land transport industry*</td>
<td>BC</td>
</tr>
<tr>
<td>Creating a ‘Who Moves What Where’ report, to benchmark and analyse current freight and passenger flows and explore opportunities to repeat regularly*</td>
<td>BC</td>
</tr>
</tbody>
</table>

Table continues on next page.

* BC – these projects will have ‘business cases’ developed jointly with stakeholders for Ministerial consideration in November of the year prior to proposal commencement (to confirm continuing support). If endorsed by the Transport and Infrastructure Council project/s will continue as part of future work program.
<table>
<thead>
<tr>
<th>Programs / projects (continued)</th>
<th>Timing (financial year)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Routine maintenance</strong></td>
<td>2014-15</td>
</tr>
<tr>
<td>National law maintenance</td>
<td></td>
</tr>
<tr>
<td>Rail safety maintenance sub-program</td>
<td>•</td>
</tr>
<tr>
<td>Heavy Vehicle National Law maintenance sub-program</td>
<td>•</td>
</tr>
<tr>
<td><strong>Model law maintenance</strong></td>
<td></td>
</tr>
<tr>
<td>Australian Vehicle Standards Rules sub-program</td>
<td>•</td>
</tr>
<tr>
<td>Australian Dangerous Goods Code maintenance sub-program</td>
<td>•</td>
</tr>
<tr>
<td>Australian Road Rules maintenance sub-program</td>
<td>•</td>
</tr>
<tr>
<td>Medical Standards maintenance sub-program</td>
<td>•</td>
</tr>
<tr>
<td>Registration and Licensing Reform (with Austroads)</td>
<td>•</td>
</tr>
<tr>
<td><strong>Other maintenance</strong></td>
<td></td>
</tr>
<tr>
<td>Australian Defence Force Exemption Framework</td>
<td>•</td>
</tr>
<tr>
<td>Development of a single National Heavy Vehicle Licence</td>
<td>•</td>
</tr>
<tr>
<td><strong>Reform monitoring, evaluation and strategy</strong></td>
<td></td>
</tr>
<tr>
<td>Strategic Planning</td>
<td></td>
</tr>
<tr>
<td>Reform monitoring and reporting</td>
<td></td>
</tr>
<tr>
<td>Review of the Intelligent Access Program</td>
<td></td>
</tr>
</tbody>
</table>
4.3 Compliance and technology

Key deliverables 2014-15

- Implementation of recommendations of the HVNL Penalties Review.
- Implementation of legislative recommendations from the Chain of Responsibility taskforce.
- Business case for the national collection of fatigue related data.
- Policy work to inform the Heavy Vehicle Registration Scheme (previously NHVR led).

The compliance and technology program focuses on policy changes designed to improve adherence to legislation and technology use in transport to improve safety and productivity.

4.3.1 Electronic work diaries and HVNL penalties

In May 2014, the Transport and Infrastructure Council considered recommendations relating to the use of electronic work diaries and the consistency of penalties in the Heavy Vehicle National Law. The NTC will work with stakeholders, the NHVR and jurisdictions on implementation of these two projects.

4.3.2 Compliance and enforcement framework for heavy vehicle telematics

The Transport and Infrastructure Council approved the Compliance Framework for Heavy Vehicle Telematics in May 2014, including a final policy paper and framework principles. The NTC will implement the Compliance Framework in 2014-15 and have an ongoing role working with jurisdictions and regulators to ensure telematics-specific projects are consistent with the framework.

4.3.3 Legislative Chain of Responsibility issues

The Chain of Responsibility taskforce, comprising representatives of industry and government and with an independent chair, has reviewed the current Chain of Responsibility provisions in the law to ensure that identified parties in the chain are appropriately accountable (particularly executive officers). The taskforce will make final recommendations to Ministers during 2014 and the NTC will conduct further work to implement their recommendations, which may include further review of the existing scheme of duties for parties in the chain.

4.3.4 Development of a data collection framework for heavy vehicle driver fatigue

In May 2014, the Transport and Infrastructure Council considered the NTC report on residual fatigue risk. The NTC will work with industry and governments to develop a business case for the collection of heavy vehicle driver fatigue data for the Transport and Infrastructure Council’s consideration in November 2014.

4.3.5 Cooperative intelligent transport systems (C-ITS)

Following on from the Transport and Infrastructure Council endorsing the Cooperative ITS Policy Paper in 2013, the NTC will continue its involvement in the development of a robust technical, operational and legal framework for the development and implementation of Cooperative ITS technology in Australia, in conjunction with the ongoing work of Austroads in this area.

4.3.6 Policy work to inform the National Heavy Vehicle Registration Scheme (previously NHVR led)

To allow the NHVR to focus on core regulatory activities, the NTC will undertake the policy and harmonisation activities to inform the business case for any further systems development required to implement a National Heavy Vehicle Registration Scheme.
4.4 Heavy vehicle pricing

Key deliverables 2014-15

- Implementation of Ministerial decisions on heavy vehicle charges for 2014-15 and beyond.
- Continued work on options to improve the mechanisms and processes for setting and collecting road user charges and exploring options for achieving sustainable funding arrangements for road infrastructure.

As set out in the NTC’s governing legislation and Intergovernmental Agreement, the NTC is responsible for performing an annual adjustment to the heavy vehicle charges each year. During 2013-14, the NTC developed a new heavy vehicle charges determination which aimed to:

- explore options for improving the current heavy vehicle charging framework with the aim of enhancing productivity in the transport sector
- incorporate new knowledge and data, and address new requirements such as recovering the costs associated with the National Heavy Vehicle Regulator.

In 2014-2015, the NTC will work with all jurisdictions to implement ministerial decisions on heavy vehicle charges.

4.4.1 Funding and charging arrangements for road infrastructure

Current arrangements for funding and charging for road infrastructure are beset with a range of issues, some of which have been identified by previous work under the Heavy Vehicle Charging and Investment project. Others have become apparent during the recent work on the heavy vehicle charges determination.

There is a need to develop options for improved and sustainable ways of funding road infrastructure. This work will also need to include developing options to improve the mechanisms and processes for setting and collecting road user charges. The NTC will continue its involvement and engagement in this process.

4.5 Productivity, safety and environment

Key deliverables 2014-15

- A joint program of work with the NHVR to examine ways to improve roadworthiness of Australia’s heavy vehicles and develop options for improvement.
- National consistency in the regulation of over-dimensional vehicles.

The productivity, safety and environment program of work focuses on the endorsed National Industry Productivity Package (NIPP) projects and related projects in the Forward Work Program (FWP) as endorsed by the Transport and Infrastructure Council. The program contains technical projects relating to heavy vehicle specifications and access arrangements. The major focus in 2014-15 is work on the heavy vehicle roadworthiness program, a priority project being undertaken jointly with the NHVR at the request of Ministers. The NTC has integrated the NHVR FWP and NIPPs projects into this work program and will report progress on these projects through the biannual report to TISOC and the NTC annual report.

4.5.1 Heavy vehicle roadworthiness

The NTC is undertaking a program of work jointly with the NHVR to examine ways to improve the safety and roadworthiness of Australia’s heavy vehicle fleet. This program incorporates the review of the maintenance management component of the National Heavy Vehicle Accreditation Scheme being undertaken by the NHVR.

This collaborative approach will allow an informed consideration of all relevant matters including periodic inspections, government and industry accreditation schemes and intelligence-targeted auditing to ensure that the most effective and efficient approaches are identified and recommended to the Transport and Infrastructure Council for implementation.

4.5.2 National consistency in the regulation of over-dimensional vehicles

Regulation of over-dimensional transport relies heavily on administrative decision making, i.e. by the issue of gazetted notices and trip/period permits. The NTC will work with the NHVR and industry to identify options for more nationally uniform regulation of over-dimensional heavy vehicle movements. This will have a strong focus on realising the benefits that can be achieved by developing policy and procedures to support the NHVR and road managers.
4.6 Routine maintenance

Key deliverables 2014-15

- Implementation support to the National Heavy Vehicle Regulator - including Heavy Vehicle National Law – 3rd Amendment Package
- Implementation support to the Office of the National Rail Safety Regulator - including Rail Safety National Law – 1st Amendment Package
- Update to the Australian Defence Force Exemption Framework
- Australian Vehicle Standards 9th Amendment Package
- Update to the Australian Code for the Transport of Dangerous Goods (alignment with United Nations standards)
- Review of Assessing Fitness to Drive (joint project with Austroads)
- Options analysis for a single national heavy vehicle driver licence
- Registration and licensing review – application of Gold Class standard (joint project with Austroads)

Under its Intergovernmental Agreement, the NTC leads the monitoring and maintenance of national laws, model laws and administrative guidelines to ensure they remain contemporary and consistent with their policy intent. The NTC works closely with maintenance advisory groups and other interested stakeholders to recommend common and non-contentious changes to existing national and model laws. Maintenance groups also assist with finalising drafting instructions for policy projects approved by the Transport and Infrastructure Council.

4.6.1 Current maintenance projects

The NTC will progress the following maintenance projects throughout 2014-15:

- Update the model laws and the Australian Code for the Transport of Dangerous Goods by Road or Rail, 7th edition to incorporate the United Nations 18th changes and other amendments identified within the maintenance monitoring program
- Heavy Vehicle National Law 3rd Amendment Package
- The first package of amendments to the Rail Safety National Law
- Updating the Australian Defence Force Exemption Framework
- Australian Vehicle Standards Rules (AVSR) 9th Amendment Package
- Registration and licensing (Gold Class standard)
- Single national heavy vehicle licence
- Assessing Fitness to Drive review.

Preliminary work on other model law maintenance items will also commence in 2014-15 as required. Some activities will continue into the following years of the work program.

NOTE: To allow the NHVR to focus on core regulatory activities, the NTC has included the following activities in the HVNL maintenance sub-program:

- Chain of responsibility – breaking the seal
- Notice to drivers advising of IAP monitoring.

4.7 Reform monitoring, evaluation and strategy

Key deliverables 2014-15

- Final report on the review of the Intelligent Access Program
- National Transport Reform Implementation and Monitoring Report
- Development of business cases for identified candidate reform projects

4.7.1 Review of the Intelligent Access Program

The review seeks to report on progress of the implementation of the Intelligent Access Program against the intended outcomes. The review will make recommendation/s to the Transport and Infrastructure Council in November 2014.

4.7.2 Reform monitoring and reporting

The NTC produces a National Transport Reform Implementation Monitoring Report for the Transport and Infrastructure Council’s meeting in November each year. The report monitors and reports on progress of implementation of the national reforms which are agreed to by governments through the Council of Australian Governments or the Transport and Infrastructure Council.

The NTC also produces an annual information paper on carbon dioxide emissions from new Australian light vehicles. The Federal Chamber of Automotive Industries has provided the data needed for past reports and NTC hopes to continue this partnership into the future.
### Compliance and technology

<table>
<thead>
<tr>
<th>Candidate project</th>
<th>Description / scope</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exploring the costs, the benefits and the opportunities in using electronic regulatory documentation.</td>
<td>Conduct research into the costs and benefits of substituting electronic for paper documents. These include documents used for permits, exemptions and dangerous goods.</td>
</tr>
<tr>
<td>Identify opportunities to improve heavy vehicle speed management under the Heavy Vehicle National Law including penalties.</td>
<td>Following the penalties review project, identify opportunities to improve regulatory speed management, including penalties. Identify opportunities to improve the existing compliance and enforcement framework, its application and outcomes. Deliver an improved regulatory proposal for heavy vehicle speed management with potentially new or revised sanctions (including the revised Australian Trucking Association proposal for grounding trucks found travelling at more than 115 km/h on the flat into national compliance and enforcement legislative arrangements).</td>
</tr>
<tr>
<td>Preparation for more autonomous road and rail vehicle identifying any regulatory and operational barriers.</td>
<td>Address the emergence of driverless road and rail vehicles and the role of government by researching the potential policy and legislative issues associated with these vehicles.</td>
</tr>
<tr>
<td>Heavy vehicle driver fatigue data.</td>
<td>Government and industry stakeholders, and Transport Ministers, have jointly acknowledged the need to establish a framework for the collection of a national data set relating to heavy vehicle driver fatigue.</td>
</tr>
</tbody>
</table>

### Productivity, safety and environment

<table>
<thead>
<tr>
<th>Candidate project</th>
<th>Description / scope</th>
</tr>
</thead>
</table>
| Review and update the load restraint guide. | Investigate and review:  
  - how the guidance material is set out to ensure there is adequate coverage of any subject and issues  
  - the impacts of improved braking technologies on the 80/50/20 performance standard  
  - consideration of how the Load Restraint Guide could interact with other related documentation, e.g. the Dangerous Goods Code  
  - how goods within shipping containers should be properly restrained. |
| Assess opportunities and, where appropriate, develop the business cases for increased freight productivity including:  
  - enhancements to NHVAS mass module  
  - steer axle mass review  
  - improved mainstreaming of innovative vehicle designs  
  - increasing allowed volume where mass is not the constraint  
  - allowances for heavier and longer trains  
  - application of bridge assessment processes  
  - risk based approach for heavy vehicle access to broader networks  
  - develop consistent standards and operating arrangements for tri-axle dollies (previously an NHVR led project). | Assess opportunities and where appropriate develop the business cases for increased freight productivity including:  
  - enhancements to NHVAS mass module such as a new suite of mass limit arrangements and risk management countermeasures for road managers to select from  
  - review of broader steer axle mass after the Euro VI emission standards review by the Commonwealth government has been completed  
  - improved mainstreaming of innovative vehicle designs for example creation of mainstream performance based standards blue prints linked to pre-agreed PBS access agreements  
  - allowances for heavier and longer trains  
  - review the bridge formula and how it is applied by different states and territories identifying where and why it is being applied differently  
  - a risk-based approach for heavy vehicle access to broader networks  
  - develop consistent standards and operating arrangements for tri-axle dollies. Note: the precise nature and components of the increased productivity and access program will be determined through consultation undertaken during business case development, with the highest benefit sub-programs/projects proceeding for ministerial consideration. |
| Better understanding the costs of compliance for the land transport industry | An exploratory study to assess and quantify the costs of regulatory compliance (both direct and indirect) with transport related regulatory obligations for land transport freight, logistics and passenger transport businesses. |
| Creating ‘Who Moves What Where’ report, benchmarking and analysing current freight and passenger flows and explore opportunities to repeat regularly | Create ‘Who moves What Where’ report benchmarking current freight and passenger behaviours and flows for public release. Consider making data available on regular or continuous basis rather than reporting intermittently. Explore the use of de-identified industry data. |
5 Guide to acronyms

ADF – Australian Defence Force
ADG7 – Australian Dangerous Goods Code 7th Edition
AFTD – Assessing Fitness to Drive
ARR – Australian Road Rules
ARRB – Australian Road Research Board
AVSR – Australian Vehicle Standards Rules
COAG – Council of Australian Governments
C-ITS – Cooperative Intelligent Transport Systems
CML – Concessional Mass Limits
EWD – Electronic Work Diary
FWP – Forward Work Program
GDP – Gross Domestic Product
HML – Higher Mass Limits
HVNL – Heavy Vehicle National Law
HVICI – Heavy Vehicle Charging and Investment Reform
IAG – Industry Advisory Group
IGA – Intergovernmental Agreement
NHVAS – National Heavy Vehicle Accreditation Scheme
NHVR – National Heavy Vehicle Regulator
ONRSR – Office of the National Rail Safety Regulator
NTC – National Transport Commission
OHS – Occupational Health and Safety
PBS – Performance Based Standards
TCA – Transport Certification Australia
TISOC – Transport and Infrastructure Senior Officials’ Committee