

# Reform directions to boost safety and productivity

ALRTA Conference 2014

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- **Mission:** *Champion and facilitate changes that improve productivity, safety and environmental outcomes*
- **By:** *Developing national regulatory and operational reform and implementation strategies for road, rail and intermodal transport*

# Decisions by Transport and Infrastructure Council **6 May 2014**

- Ministers agreed:
  - to increase registration charges by 1.3% from 1 July 2014 (or as soon as practical afterwards)
  - to maintain Road User Charge at 26.14 cents per litre
  - to implement new heavy vehicle charges in accordance with NTC's Determination recommendations from 1 July 2016
  - to pay for NHVR costs for FY 2014/15

# Decisions by Transport and Infrastructure Council 23 May 2014

<b>Productivity</b>	Commence work on implementing initial heavy vehicle investment and access reform measures (supply side measures)	
<b>Productivity</b>	One Tonne Mass Transfer Regulation	
<b>Productivity/Safety</b>	Compliance Framework for Heavy Vehicle Telematics	
<b>Productivity/Safety</b>	Policy settings and proposed amendments to HVNL regulations to allow for implementation of EWDs	

# Decisions by Transport and Infrastructure Council **23 May 2014**

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## **Safety**

Data collection to ensure future decisions related to fatigue management and associated legislation are evidence based



## **Safety**

Independent Taskforce Chain of Responsibility Review Report Recommendations



## **Safety**

Penalties Review Report Recommendations



# NTC Work Program 2014/15 – 2016/17

- Developed **in partnership** with governments and industry
- Based on:
  - Strategic risks and opportunities
  - The current status of the transport system in terms of safety, productivity and environmental performance
  - The impact of recently implemented reforms

# Improving heavy vehicle roadworthiness

- A joint NTC/NHVR program
- Aim is to improve the level of heavy vehicle roadworthiness
- Identify the **most effective means** to ensure unsafe heavy vehicles are not allowed on our roads
- Aim is to provide recommendations to the Transport and Infrastructure Council in late 2014.

# 6&7 axle truck and dog combinations

- The productivity and safety benefits of this combination with increased mass limits have been proven through the PBS scheme
- Making higher mass limits more accessible would allow for more operators to take advantage of these benefits, if it proves feasible.





# Explore steer axle mass



## Proposed future work

- Increased pressure on steer axle mass limits
- Need to explore how limits can be increased without comprising roads and bridges

# Explore opportunities for mass improvements

## Proposed future work

- How can we reform mass management to allow industry to innovate further and move freight more productively?
- Opportunities to recognise technologies and processes of good operators to give compliance assurance to road/bridge managers



# Technology for better safety and efficiency

- Future “in vehicle” and infrastructure based technology are significant opportunities to further improve safety and productivity outcomes for the transport industry.
- How to prepare for new technologies from a regulatory perspective is a key focus for NTC.

# Technology for better safety and efficiency

## **Proposed future work:**

- Utilising in-vehicle telematics for compliance with speed limits and maintain roadworthiness
- Use of electronic documentation for permits, exemptions
- Preparing for autonomous road and rail vehicles

# Better understand the costs of compliance

## **Proposed future work**

- Our aim is to discover where exactly the transport industry spends the most money on compliance through conducting industry surveys and other research into compliance costs.



# Who moves what freight where?

## Proposed future work

- Detailed information about the types of freight, moved by whom and to where, is currently missing
- Provide governments and industry with better data upon which we can base future planning, investment and access decisions
- Propose to repeat regularly

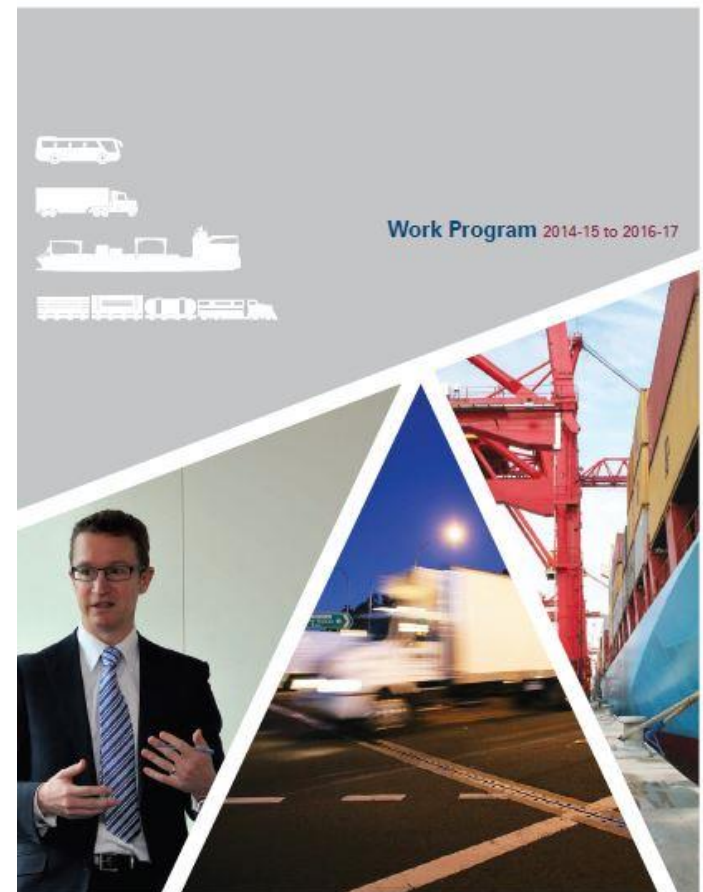


# Maintenance and review

- Continued review and amendments to HVNL and RSNL
- Continued review and amendments to Model legislation

# NTC's work program

- Package of safety and productivity reforms for the Australian freight transport industry





The National Transport Commission leads regulatory and operational reform nationally to meet the needs of transport users and the broader community for safe, efficient and sustainable land transport.

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