

SUBMISSION: EASY ACCESS TO SUITABLE ROUTES

"The NTC has recognised that the current inefficient permit system results in too many needless delays for operators"

*"The Transport and Infrastructure Council recognises that improving OSOM access is a **NATIONAL PRIORITY** and has advised that urgent measures are needed to facilitate safe and productive access".*

***"THE ANSWER IS SIMPLE ...
THE NHVR MUST DO ITS JOB, ELEVATE ITSELF TO EXPERT STATUS,
AND BE THE 'ONE STOP SHOP' FOR PERMITS!"***

PROCESS

1. The applicant applies to the NHVR for a route to be approved for RAV access.
2. The NHVR coordinates the formal route assessment and liaises with the relevant road managers, utility providers, toll road operators, rail and port authorities to rule/decide on whether there are any issues with the road that would make it unsuitable or unsafe for access.
3. The NHVR then grants unrestricted access, or prescribes access restrictions, or denies access and advises applicant within 48 hours.

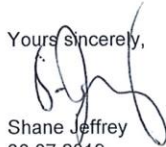
I totally agree with the TIC who have ordered the NHVR to:

- Reduce permit volumes by 30% by 2020, through preapprovals.
- Improve NHVR staff training to boost skill and capabilities in addressing technical issues during the application process.
- Introduce a new communication policy that allows for transport operators to speak to Case Managers to clarify questions and progress their application.
- Improve the NHVR Portal's pre-loaded information capability.
- Improve the NHVR Portal's ability to capture mistakes and pro-actively alert the applicant of any out of range issues.
- Improve the Journey planner (*more than just changing its name to Route planner!*)
- Decentralise the NHVR and implement regional teams to work with Road Managers, this should include co-location with State/Territory Road Manager.

Additional comments:

- The Transport and Infrastructure Council's agreement to implement harmonised national standards for pilot and escort vehicles is overdue and welcomed...hopefully, this agreement can be put into practice without jurisdictional posturing and tinkering.
- It has been over 30 years since general access length limits went from 17.5m to 19m. If we are serious about productivity, then the general access length limit should be increased to 26 m to recognise that B Doubles have been the industry standard HPV now for a generation. B Double operators still must ensure the routes they choose are suitable and safe, but they should be entitled to a general access authorisation.
- PBS (HVNL Part 1.4) and IAP (HVNL Chapter 7) legislation should be repealed as it has discouraged participation and innovation due to mountains of red tape and draconian fines. For operators that have invested in these schemes their benefits and concessions should be recognised and retained as part of a mandatory operator's accreditation scheme. Future applications for benefits and concessions on mass, dimension and loading should exclusively be managed by the "one-stop shop" NHVR and its expert Case managers and staff. Any permits issued are then noted on the operator's mandatory accreditation

Yours sincerely,



Shane Jeffrey
30.07.2019