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What risks to safe vehicles that are currently out of scope for the HVNL should be brought into scope? What is in scope that shouldn't be?

Unfettered approach to heavy vehicles by lower mass higher road speed vehicles

Have we covered the issues relating to safe vehicles accurately and comprehensively? If not, what do we need to know?

There might be a method of 'early warning' available at low cost to operators.

How can the future HVNL most effectively deliver safer vehicles to the road? Which aspects of the PBS scheme are working well, and which aren't? What barriers to the broad uptake of safer vehicles exist?

Barriers are generally based in ignorance or recalcitrance

How can the future HVNL encourage suitable maintenance programs? How can it most effectively identify and remove dangerous vehicles from the road?

It is more a matter of making all other road users aware of the approach of heavy vehicles in certain circumstances

How can the future HVNL meet the assurance needs of all Australian state and territory road transport authorities in a way that does not unreasonably impose on operators?

By application of the device described in the attached file

Do we need assurances regarding repairs and replacement parts? If so, could these be achieved using standards? Should third-party repairers be explicitly included in the Chain of Responsibility? How can defect clearance processes be reasonably expedited?

Third parties would be necessary for maintenance and replacement. Operational issues can be easily detected by depot testing. Chain of responsibility would be for operators to test at vehicle start-up.

Should the future HVNL apply a risk-to-safety threshold for vehicle standards and loading matters?

Yes