

Heavy Vehicle National Law Review

The National Transport Commission is conducting a first-principles review of the Heavy Vehicle National Law (HVNL) on behalf of Australia's transport ministers. The goal is to deliver a modern, outcome-focused law for regulating heavy vehicle operations in Australia.

Issue

Standardised maintenance/ roadworthiness assessment & a national risk-based inspection scheme

- There are inconsistencies in the way roadworthiness is managed which relate to differences in jurisdictional inspection regimes. Despite recent reforms that have improved the consistency on how and how often such inspections are undertaken there is still significant variation across the country in the nature and frequency of inspections.

Streamlined PBS approval process

Several key issues have been identified with the current PBS process:

- The multi-step approval process imposes high compliance costs
- A high degree of regulatory uncertainty regarding the ability to operate PBS approved heavy vehicles because vehicle approval does not guarantee access.
- New owners of existing fleets are required to apply for new access permits.

PBS technology standard

- The PBS scheme does not recognise safety technology such as electronic stability control. Which could be considered when considering compliance with the static rollover requirements.

Increased vehicle width

- Heavy vehicles built to European or US width standards cannot be directly imported into Australia. Instead they require manufacturers to design and construct narrower versions that meet Australian width requirements, which delays the availability of these technologies to the Australian market.

Policy Options

Option 11.1 - Standardised maintenance / roadworthiness assessment

This option has three key features:

- It recognises the National Heavy Vehicle Inspection Manual (NHVIM) in the HVNL in order to increase consistency in the roadside inspection of vehicles.
- It amends the HVNL to require the use of self-clearing defects for non-safety cases.
- It allows an inspection for a defect clearance to need only to check whether the identified defect has been rectified.

Option 11.2- A National risk-based inspection scheme

- This option proposes to establish a national regime of risk-based inspections managed by the NHVR. This would replace existing state and territory-based schemes and allow efforts to focus on the areas of greatest risk. Using risk-based criteria to be developed by the

NHVR and approved by transport ministers. It may include vehicle age, compliance history and industry sector.

Option-10.1 Streamlined PBS approval process

- This proposed option provides the opportunity to establish a streamlined, simpler and more flexible PBS framework.

Option-10.2 PBS technology standard

- This option provides for the recognition of technology as an alternative means of complying with certain PBS scheme standards; for example, electronic stability control / anti-rollover technology may allow a vehicle to meet the static rollover standard.

Option-10.3 Increased vehicle width

- This option establishes fast-tracked PBS approval for heavy vehicles built with safety features (such as side underrun protection, blind-spot sensors, electronic stability control, anti-lock brakes) to allow a maximum vehicle width of up to 2.6 metres as-of-right access to the road network.

Read more

- You can read more about these options in the [RIS](#) and [HVNL 2.0](#).

Have your say

- The NTC will continue to engage with stakeholders providing opportunities to help finalise the HVNL reform options.
- Make a short submission. Tell us what options you prefer, least prefer and why on the [HVNL microsite](#).