

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

- The HVNL primary law is highly detailed and prescriptive. This makes it inflexible and unresponsive to rapidly evolving risks and advances in technology, because amendments to primary legislation can take more than 12 months.
- On the other hand, the Primary Duty (s 26C) of the HVNL is drafted in broad terms to capture a wide range of risks - but it isn't supported by more detailed information to give clarity to parties on how to comply.

Policy options

Option-5.1 Codes of practice (CoPs)

- CoPs should make the law clearer and easier to follow – they would be designed to help parties understand their duties under the law. Most CoPs would be made by the NHVR. Consultation on CoPs would be required. CoPs would be signed off by ministers before taking effect.

Option-5.2 Safety standards

- Safety standards should make the law more responsive to changes in technology and emerging safety risks. Most standards would be made by the NHVR, but other government agencies could also make standards. Consultation may still be required. Generally, if a standard applies it must be complied with

Read more

- For more information about Codes of Practice read option 5.1 of the [RIS](#) and [HVNL 2.0](#).
- For more information about Standards read option 5.2 of 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](#).