

SEATS Meeting Shellharbour, 19 May 2016

National Heavy Vehicle Regulator

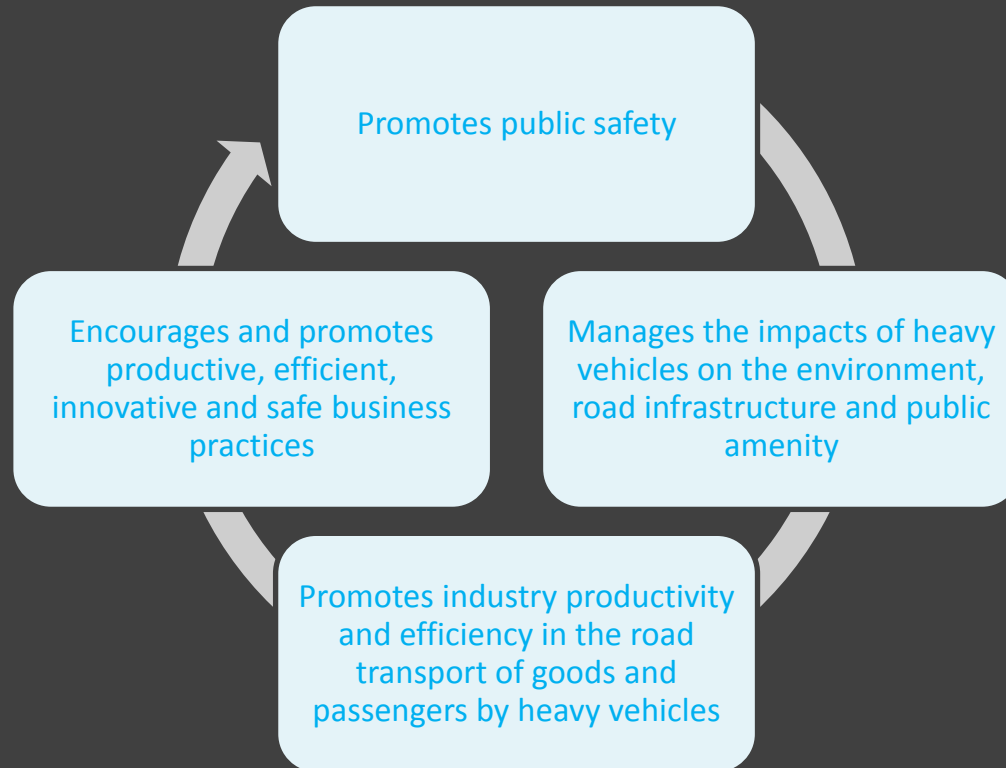
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Our aim is to **safely optimise road access** to efficiently carry out the freight task while **respecting infrastructure**

About the NHVR...

The NHVR regulates all vehicles over 4.5 tonnes gross vehicle mass in a way that:



Our responsibilities...

Across Australia, the NHVR is responsible for:

33% of the national freight task

Road freight of over 200 Billion tonne-kilometres per year

The safe and efficient movement of over 500,000 heavy vehicles

Liaison with over 400 road managers, utility providers and rail authorities to coordinate heavy vehicle access

Heavy vehicle access on all of Australia's 870,000 kms of roads except those in WA and NT

Working with local government

Our approach

- Work with councils and industry to identify opportunities to allow appropriate access to local government road networks and grow local economies
- Share information and knowledge to support local council road managers
- Dedicated Engagement and Liaison team with Stakeholder Specialists for Local Government

Working with local government

Heavy Vehicle National Law (HVNL) has both obligations and opportunities for local government

They have always been your roads

... the HVNL highlights your role as road managers to provide consent to your local road networks

- We recognise your resource limitations
- Industry is keen to work with you
- We want to help you to make good decisions

Working with local government

Opportunities

- First and last mile access – mainly council roads
- Build heavy vehicle consideration into planning arrangements
- Support newer, safer technology
- Help local businesses grow by encouraging use of higher productivity vehicles
- NHVR can support infrastructure funding bids to Commonwealth and NSW Governments e.g. *Fixing Country Roads*
- Utilise all access options: Permits - Pre approvals – Notices

Working with local government

What are pre-approvals?

A way to allow access on popular transport routes on local roads with less administrative burden on councils

How do they work?

- × No - It doesn't mean open slather
- ✓ Yes - Permits are still required but the assessment process is simplified
- ✓ Yes - You control the access
- ✓ Yes - You can set the conditions

Working with local government

What are the benefits of this approach?

- ✓ Minimise time spent on routine access requests
- ✓ Maximise access for industry while minimising impacts
- ✓ Efficiently allocate resources to ad-hoc or more complex access requests
- ✓ Interim step towards gazettal
- ✓ Provides more business certainty for your local industries
- ✓ 760+ pre-approvals in place on council roads

Examples of improved access

- Tumby Bay SA – pre-approval of 17 Higher Mass Limits routes to benefit grain industry
- Dandenong VIC - pre-approval of crane access
- Inner city Adelaide SA - tight link between development approval and heavy vehicle access area of council

Examples of improved access

- Blacktown NSW – pre-approval of certain high productivity vehicles has reduced council workload for consent requests by 40%. Model now being promoted to other councils.
- Ipswich City Council QLD – package of measures being developed to improve internal systems and open access
- Western Downs QLD – pre-approval of key routes into key feedlots to reduce red tape for council and improve productivity for livestock transport industry
- Bundaberg QLD – introduction of a notice to allow greater flexibility for movement of agricultural equipment. Investigating similar approach for cotton and grain industries on Darling Downs west of Toowoomba)

What can councils do to keep local economies strong?

- Work with your local businesses to identify their road transport priorities – NHVR can assist here
- Before you say no to an access request, think of the alternative as less trips with more productive vehicles = less overall impact on infrastructure
- Consider potential for high productivity vehicles – less truck trips by safer vehicles with improved amenity for residents
- Pre-approve routes to reduce admin burden to council and industry
- Consider which routes could be gazetted as-of-right for certain heavy vehicles e.g. for PBS vehicles similar to current vehicles
- Review internal systems to turn around heavy vehicle access consent requests quickly

8 tips for good systems within councils

- Create a dedicated email address for heavy vehicle access applications e.g. nhvraccess@council.nsw.gov.au
- Have multiple access by all team members dealing with applications
- Check in-box regularly for any new applications
- Work with local businesses and transport operators to identify transport needs
- Have clear roles for team dealing with applications
- Set internal targets for turnaround of access requests
- Code local roads and capture on spreadsheet to allow easy comparison of applications with previous decisions
- Minimise type of access applications needing higher level approval

Increasing data to help councils

- Number of pre-approvals/gazette requests
- Yes/no rate
- Turnaround times
- Volume
- Heat maps



AccessCONNECT Program

NHVR's Online Access Permit Solution

The new permit portal aims to enable a more streamlined and effective national business process for the heavy vehicle industry accessing the transport network. Progressing total system development & deployment – one national gateway.

BETA RELEASE

Customer Portal



The Customer Portal will be an online system where customers can log in to their account, create a permit application and lodge it online

- Faster application preparation and lodgement using smart forms
- Resubmit previous application details
- Fully integrated route planning service
- Online payment for NHVR permit services
- A unique fleet management ability
- User registration and account management
- Application tracker and accessing permits online
- Ability to process payments
- Controlled release to 40 users with positive feedback received
- Full release of Customer Portal mid 2016

CURRENT FOCUS

Road Manager Portal



The Road Manager Portal will be an online system where each responsible authority can respond to access consent requests and manage access demand

- Consent request workflow
- Reporting features to assist with demand management, workforce planning and operations management
- GIS services to assist with barriers, pre-approvals and request for Notices
- Permit conditions library
- Direct communication with customers and the NHVR
- Integration option into existing RM systems
- Consultation open
- Opt in to future pilots

FUTURE FOCUS

NHVR Portal



The NHVR Portal will be an online system where access permit processes are managed, and support provided to customers and road managers

- Managing the NHVR's role in permit issuance
- Oversight of access management services
- Quality control features to ensure consistency
- Reporting features to assist with demand management, workforce planning and operations management
- Automated permit generation
- Business intelligence to assist with national harmonisation and demand management
- Single environment to undertake operations

Ongoing improvements

Nationally harmonised operational policies, ensuring similar outcomes are applied to similar events

A suite of standard conditions for permits to assist road managers and offer quicker, more consistent response for industry

Published road manager data allowing a more targeted approach to improve performance

Vehicle graphics to make it easier for industry to apply for access and for councils to assess

Fast tracked (risk-based) processes and simplified forms to assist industry and road managers

Customer and local government portals to manage and monitor progress with applications

Summary

- Councils are embracing ownership of access decisions
- Councils have key role to play in delivering gains in national productivity and safety
- Consider how NHVR, Councils and local industry can work together to improve your local freight task
- Critical success factors
 - Informed partnerships between NHVR, councils and industry
 - Awareness of options available under Heavy Vehicle National Law to manage your freight task
 - Shared ownership of improving productivity and safety
 - Regulatory consistency



Questions??

