



## Message from the CEO

Welcome to the first issue of the NHVR's fortnightly newsletter for 2018. I trust everyone in the heavy vehicle industry had a safe Christmas and New Year period.

Despite the festive season, work has been on-going across the NHVR on some key safety initiatives.

Please take the time in the coming weeks to have your say on the new standards and policy framework for Electronic Work Diaries (consultation closes on 30 January) or apply for a safety grant under the Heavy Vehicle Safety Initiatives program (applications close on 23 February).

Looking further forward, 2018 will be an important period for heavy vehicle safety as the industry moves to new Chain of Responsibility laws, due to begin in mid 2018.

In the coming months the NHVR will be implementing a major education and communication initiative, with associated support tools to assist you in meeting your 'primary duty' responsibilities.

Meanwhile, if you are yet to start preparing your business for the coming changes, please visit [www.nhvr.gov.au/cor](http://www.nhvr.gov.au/cor)

Regards, **Sal Petrocchio**  
CEO, National Heavy Vehicle Regulator

# New user-friendly chart to assist bus operators

The latest NHVR chart simplifies the variations of buses that are approved to operate under Australia's Heavy Vehicle National Law (HVNL).

NHVR Access Manager Roger Garcia said the *Variations of Buses Chart* would assist operators to match their vehicles against the access requirements in different states under the HVNL.

"This new chart illustrates common examples of General Access, along with Class 2 and Class 3 notices as defined under the Law," Roger said.

"While the NHVR, bus industry and state jurisdictions continue to work towards consistent access requirements, there are variations between states which operators should be aware.

"For example, rear overhang under a Class 3 notice varies between 4.3 to 4.9 metres depending on whether you are operating in Queensland, Victoria or NSW.

"The chart also looks at maximum length, weight and other network and access conditions."

The chart highlights some of the more common configurations such as two-axle urban buses, three-axle coaches and rigid low-floor passenger buses.

It also highlights some of the less common configurations such as Controlled Access Buses and Articulated Buses up to 18 metres long.

The chart is the third in the NHVR series, following the release of Classes of Heavy Vehicle chart and Common Heavy Freight Vehicle Configurations chart last year.

Click here to download the chart [www.nhvr.gov.au](http://www.nhvr.gov.au)

Description		Maximum Length (metres)	Over Vehicle Step (metres)	Applicable General Access	Other	
<b>General Access (under the HVNL)</b>						
1	2-Axle Bus	≤ 10.5	0.0	All	• Access on all roads • Rear overhang on all HVEs	
2	3-Axle Bus	≤ 12.5	2.0	All	• Access on all roads • Rear overhang on all HVEs • Rear overhang side group front with dual tyres	
3	2-Axle Right Ultra Low Floor Bus	≤ 12.5	0.0	All	• Access on all roads • Rear overhang on all HVEs • Rear single axle group front with dual tyres	
4	2-Axle Ultra Low Floor Articulated Bus	≤ 18.0	2.0	All	• Access on all roads • Rear overhang on all HVEs • Rear single axle group front with dual tyres	
5	2-Axle Decelerator Bus	≤ 14.5	2.0	All	• Access on all roads • Rear overhang on all HVEs • Rear single axle group front with dual tyres • Terminal with roof strapping equipment	
<b>National Class 2 Heavy Vehicle Controlled Access Bus Authorization (Notice 2014 (No.1)) and National Class 3 Heavy Vehicle Controlled Access Bus Rear Overhang Exemption (Notice 2014 (No.1))</b>						
<b>Class 2</b>						
6	2-Axle Controlled Access Bus	≤ 15m + 1.6 (5.0m)	0.0	QLD, NSW, SA, ACT and VIC	• Rear overhang on all HVEs	
7	3-Axle Controlled Access Bus	≤ 15m + 1.6 (5.0m)	0.0	QLD, NSW, SA, ACT and VIC	• Rear overhang on all HVEs • For the rear axle, rear overhang on one side of the roadway, and dual on the other	
<b>Class 3</b>						
8	2-Axle Controlled Access Bus	≤ 15m + 1.6 (5.0m)	0.0	QLD, NSW and VIC	• Rear overhang on all HVEs, and is also specific outlined in the 'Other' column	
9	3-Axle Controlled Access Bus	≤ 15m + 1.6 (5.0m)	0.0	QLD, NSW and VIC	• Rear overhang on all HVEs, and is also specific outlined in the 'Other' column	
<b>Multi-State Class 3 Bus Mass Exemption Notice 2014</b>						
<b>Class 3</b>						
10	2-Axle Bus (including Controlled Access Buses)	≤ 11.5 (5.0m)	0.0	QLD, NSW and VIC	• Dual tyres on rear axle	
11	3-Axle Bus (including Controlled Access Buses)	≤ 14.5 (5.0m)	2.0	NSW	• Dual tyres on rear axle	
12	2-Axle Right Ultra Low Floor Bus	≤ 12.5 + 1.6 (5.0m)	2.0	NSW	• Single tyre on one side of the roadway, and dual on the other	
13	2-Axle Articulated Ultra Low Floor Bus	≤ 15m + 1.6 (5.0m)	2.0	NSW	• Dual tyres on rear axle	
14	2-Axle Decelerator Bus	≤ 15 (5.0m)	2.0	NSW	• Terminal	
15	3-Axle Decelerator Bus	≤ 18 (5.0m)	2.0	NSW	• Single tyre on one side of the roadway, and dual on the other	
<b>NETWORK AND ACCESS CONDITIONS</b>						
NETWORK	QLD	NSW	VIC	SA	TAS	ACT
CONDITIONS	As per the National Class 2 and 3 Controlled Notice			As per the National Class 2 and 3 Controlled Notice		
VEHICLE	AS per EIC, depending on the type of bus (leave rate to the rear)			As per EIC, depending on the type of bus (leave rate to the rear)		
MAXIMUM OVERHANG	AS per EIC, depending on the type of bus (leave rate to the rear)			As per EIC, depending on the type of bus (leave rate to the rear)		

# Have your say on the EWD Policy Framework and Standards now

In December the NHVR released the EWD Policy Framework and Standards for consultation. Have your say now, feedback is open until 30 January 2018.

NHVR Executive Director Productivity and Safety Geoff Casey said the draft standards were developed in consultation with established government, industry and technology provider reference groups, but further input from industry and government will be critical to finalising the standards for use.

"The draft EWD Policy Framework and Standards are now publicly available for comment and we welcome feedback from interested stakeholders," Geoff added.

"Also in December, the NHVR invited technology providers and transport operators intending to develop an EWD to register their interest with the NHVR. This will be ongoing and is a first step to engaging with the NHVR prior to applying for approval of a system as an EWD."

To provide feedback and for more information on EWDs, visit the NHVR website at [www.nhvr.gov.au/ewd](http://www.nhvr.gov.au/ewd)



## Funding for safety grants open

There is still time to submit an application for funding for the NHVR's 2018-19 Heavy Vehicle Safety Initiative program.

Applications will be open until 23 February 2018, with projects to be assessed and announced in May 2018.

For more information visit [www.nhvr.gov.au/hvsi](http://www.nhvr.gov.au/hvsi)



## Notices and Updates

[South Australia Class 3 Heavy Vehicle 23m Truck and Dog Trailer Mass and Dimension Exemption Notice 2017 Amendment Notice 2018 \(No.1\) \(PDF, 624KB\)](#) - Amends the [South Australia Class 3 Heavy Vehicle 23m Truck and Dog Trailer Mass and Dimension Exemption Notice 2017 \(No.1\) \(PDF, 816KB\)](#) to allow 23m long truck and dog combinations to use certain commodity routes in South Australia, under certain conditions. Please note the following supporting document for this notice: [South Australia 23m Truck and Dog Trailer Commodity Network List \(PDF, 147KB\)](#)

## Lucinda Drive Bridge at Port of Brisbane off limits

Please note that A-double road trains and Super B-double combinations are prohibited from using Lucinda Drive Bridge.

Operators returning from Lucinda Drive to Port Drive should travel using permitted roads via Bishop Drive onto Port Drive.

Please contact the Port of Brisbane for further advice on:

Tel: + 61 7 3258 4888

Fax: + 61 7 3258 4703

E-mail: [info@portbris.com.au](mailto:info@portbris.com.au)

Website: [www.portbris.com.au](http://www.portbris.com.au)



## OSOM compliance info in mass assessment bulletin

NHVR has released a mass assessment bulletin to provide drivers and operators of Oversize, Overmass (OSOM) heavy vehicles with compliance information.

The OSOM heavy vehicle mass assessment Compliance and Enforcement Bulletin 8 describes methods and processes used by HVNL Authorised Officers to assess compliance of OSOM heavy vehicles with applicable mass requirements.

The methods and processes reflect the recommendations contained in the Austroads research report Development of National Mass Assessment Procedures for Oversize Overmass Vehicles.

NHVR has advised all jurisdictions of the OSOM heavy vehicle mass assessment methods and processes to be used by HVNL Authorised Officers.

The OSOM heavy vehicle mass assessment bulletin can be downloaded from here [bit.ly/2Cgh5ht](http://bit.ly/2Cgh5ht)



## NHVR Truck Driver Information Day at Goondiwindi

**Do you have a question for the NHVR?**

Join the NHVR, RMS and TMR for roadside information on 13 February, from 3pm until late.

We'll be meeting at the Goondiwindi, BP Bridge garage truck stop.

No enforcement at site, just answers to your questions.

Come and chat to us about access, CoR or any other heavy vehicle queries.

## Enjoying *On the Road?*

Subscribe to future fortnightly issues here