

## HEAVY VEHICLE SAFETY STRATEGY ACTION PLAN

2024 - 2025

The Heavy Vehicle Safety Strategy Action Plan outlines the activities and projects that the NHVR will undertake during the 2024 - 25 financial year to support the delivery of the *Heavy Vehicle Safety Strategy 2021 - 2025*.

## HEAVY VEHICLE SAFETY STRATEGY




2021 - 2025

The *Heavy Vehicle Safety Strategy 2021 - 2025* articulates the NHVR's ambitions in relation to achieving better heavy vehicle safety outcomes, and reducing the number and seriousness of crashes involving heavy vehicles. The Strategy reflects a 'partnerships' approach, collaborating with regulatory, industry, and community partners to drive sustainable safety improvements for all road users.

The NHVR will seek to improve safety in the heavy vehicle industry by:

- Creating positive change in individual behaviours and culture to improve safety.
- Driving uptake of a modern, safer heavy vehicle fleet that reduces the likelihood and impact of crashes.
- Influencing road network design and use to support road safety.

# HEAVY VEHICLE SAFETY STRATEGY ACTION PLAN 2024 – 2025

STRATEGY THEME	ACTIONS	DELIVERABLES
<p><b>Create positive change in individual behaviours and culture to improve safety.</b></p> <p><b>PEOPLE</b></p> 	Promote human factors, including fatigue risk management, and associated technologies to improve safety outcomes.	<ol style="list-style-type: none"> <li>1. Publish guidance on the implementation and use of fatigue distraction detection technology.</li> <li>2. Conduct a review of the electronic work diary framework to identify improvement opportunities.</li> <li>3. Develop and establish a policy outlining a strategic approach to addressing human factors.</li> <li>4. Develop guidance materials focused on relevant aspects of fatigue and human factors.</li> </ol>
	Raise industry awareness of Chain of Responsibility (CoR) obligations—the Primary Duty and the Executive Due Diligence Duty—and other requirements under the Heavy Vehicle National Law (HVNL).	<ol style="list-style-type: none"> <li>5. Finalise and register Codes of Practice for the crane, wine, and log haulage sectors.</li> <li>6. Deliver awareness sessions and campaigns relating to Codes of Practice, CoR and the primary duty at an executive level.</li> </ol>
	Provide information to industry that enables them to respond to emerging safety risk or changes in regulatory requirements.	<ol style="list-style-type: none"> <li>7. Promote safe load restraint practices by publishing a series of loading guides, including image-based instructional materials to be displayed in workplaces.</li> <li>8. Deliver load restraint awareness sessions to frontline enforcement officers to ensure consistent understanding of loading and load restraint principles and requirements, to enable them to better educate drivers.</li> <li>9. Provide information about safety gaps for Round 10 of the Heavy Vehicle Safety Initiative grants program.</li> </ol>
	Uplift the regulatory knowledge and capability of the heavy vehicle industry by providing plain language guidance materials and standards.	<ol style="list-style-type: none"> <li>10. Publish a suite of Regulatory Advice that guides industry on meeting primary duty obligations under the HVNL, including practical safety risk management tips.</li> <li>11. Review and update industry information to retire obsolete documents, eliminate duplication and ensure clarity and relevance by applying 'plain language' principles.</li> <li>12. Provide industry with information that highlights and provides information to enable industry to better respond to emerging industry risk and areas of systemic non-compliance with the HVNL.</li> </ol>
	Focus compliance activities on high-risk operators, while reducing impacts on compliant operators.	<ol style="list-style-type: none"> <li>13. Expand and utilise Automatic Number Plate Recognition camera technology to expand the NHVR's heavy vehicle footprint and facilitate the use of risk-based alerts to target high risk vehicles and journeys.</li> <li>14. Expand the NHVR risk targeting capabilities through the acquisition of strategically valuable compliance related datasets.</li> </ol>
	Develop, promote, and deliver road safety education campaigns to raise community awareness of how to safely share the road with heavy vehicles.	<ol style="list-style-type: none"> <li>15. Continue the NHVR's 'Don't #uck With a Truck' safety campaign with a focused co-design element of the campaign to improvement engagement from young drivers.</li> <li>16. Continue the 'We All Need Space' safety campaigns to raise community and industry awareness of how to safely share the road with heavy vehicles in a range of different scenarios.</li> </ol>
<p><b>Drive uptake of a modern, safer heavy vehicle fleet that reduces the likelihood and impact of crashes.</b></p> <p><b>VEHICLES</b></p> 	Ensure the vehicle regulatory framework is current and efficient.	<ol style="list-style-type: none"> <li>17. Collaborate with jurisdictional partner agencies and industry to share information about future heavy vehicles, including maintaining the <i>Future Heavy Vehicle Roadmap</i>.</li> <li>18. Ensure key national policy documents, including the National Heavy Vehicle Inspection Manual, are updated to reflect the adoption of new vehicle technologies.</li> <li>19. Collaborate with industry stakeholders to publish a low and no emission vehicle information hub.</li> </ol>
	Reform and enhance the Performance Based Standards (PBS) scheme to improve safety, productivity and sustainability through innovative and optimised vehicle design.	<ol style="list-style-type: none"> <li>20. Progress implementation of Performance Based Standards (PBS) scheme into the NHVR Portal to enhance and streamline the PBS application process.</li> <li>21. Conduct a review of the PBS standards to support the next generation of innovative and safer vehicles, while delivering a more efficient and sustainable freight task.</li> </ol>
	Undertake the 2024 National Roadworthiness Survey.	<ol style="list-style-type: none"> <li>22. Share the results of the National Roadworthiness Survey to raise industry awareness of identified issues and guide compliance efforts.</li> </ol>
<p><b>Influence road network design and use to support road safety.</b></p> <p><b>INFRASTRUCTURE</b></p> 	Seek involvement in, and provide input into, infrastructure policy decisions that affect the heavy vehicle industry.	<ol style="list-style-type: none"> <li>23. Work collaboratively with jurisdictions and other regulators to reduce the risks of heavy vehicle crashes at rail level crossings.</li> <li>24. Implement NHVR's Intelligent Access Program Compliance Framework and other trials in this field to monitor and protect vulnerable assets and ensure compliant road access.</li> <li>25. Analyse insights from heavy vehicle telematics and other data and explore their implications for heavy vehicle safety.</li> </ol>
	Provide advice to road transport agencies on the number and quality of rest stops that assist heavy vehicle drivers manage fatigue.	<ol style="list-style-type: none"> <li>26. Providing ongoing input to national committees/stakeholders on fatigue rest stops and road infrastructure.</li> </ol>