

The background of the slide is a dark blue-tinted photograph of a large truck, possibly a tanker or a heavy-duty truck, driving on a road. The truck is positioned in the center of the frame, moving towards the viewer. The road is flanked by trees and a fence, and the overall scene is dimly lit, suggesting a dusk or dawn setting. The image is overlaid with a semi-transparent blue geometric shape in the bottom right corner.

HVNL information session: Accreditation and Safety Management Systems

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ACKNOWLEDGEMENT OF COUNTRY

The National Heavy Vehicle Regulator (NHVR) acknowledges the Traditional Custodians of the lands across the nation. We recognise the deep and lasting connection that Aboriginal and Torres Strait Islander peoples have to the lands and waters across the country and thank Aboriginal and Torres Strait Islander people for caring for the lands for over 60,000 years. We also pay our respects to Elders past and present and to emerging community leaders. We acknowledge that many of Australia's major road networks are attributed to First Nations peoples having used star maps as way points on their journey through Australia's harsh terrain to reach landmarks such as watering holes.



Agenda

- Accreditation
- Safety Management Systems (SMS)
- Questions and Next steps

For Awareness

Delivery of the amended HVNL is now expected to commence later this year, with commencement timing subject to final Ministerial approval.

The NHVR will continue working with industry and government partners to support a smooth transition, with our additional time utilised for industry education, stakeholder engagement, and readiness.

HVNL reform:

- A review of the Heavy Vehicle National Law (HVNL) - led by the National Transport Commission (NTC)
- Current HVNL - written in 2011- was not keeping pace with modern freight, technology, or safety expectations.

Key objectives:

- Improving freight productivity
- Support safer technologies
- Align with modern freight operations

The reforms include amendments to the:

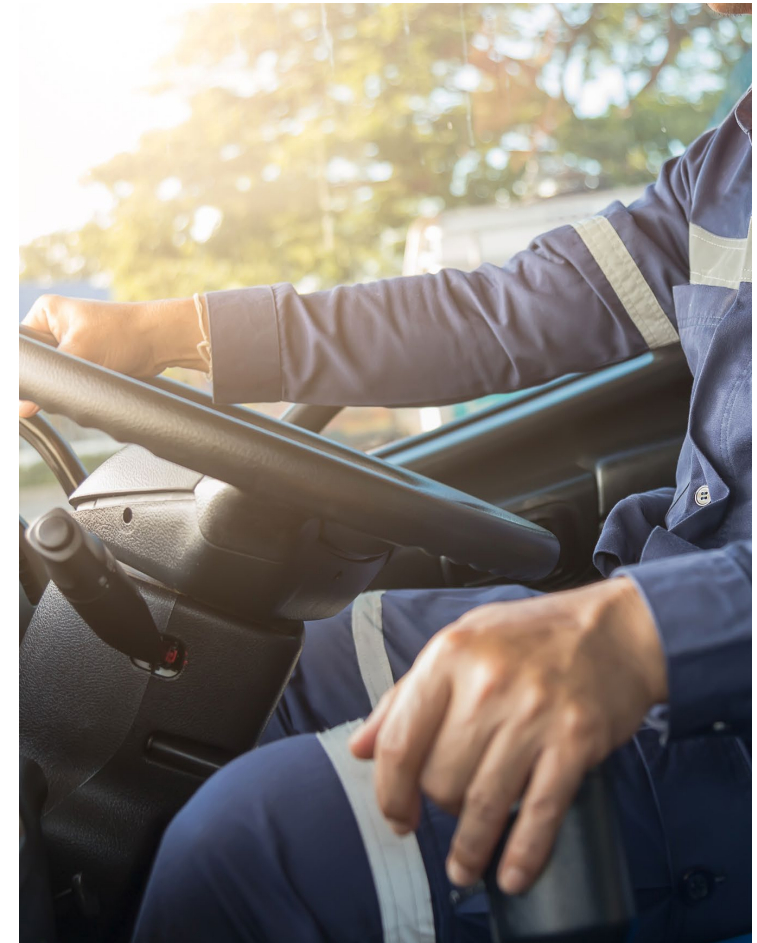
- Heavy Vehicle National Law (HVNL)
- Heavy Vehicle (Mass, Dimension and Loading) National Regulation (MDL)

The amended HVNL is expected to commence mid-year, subject to Ministerial approval.

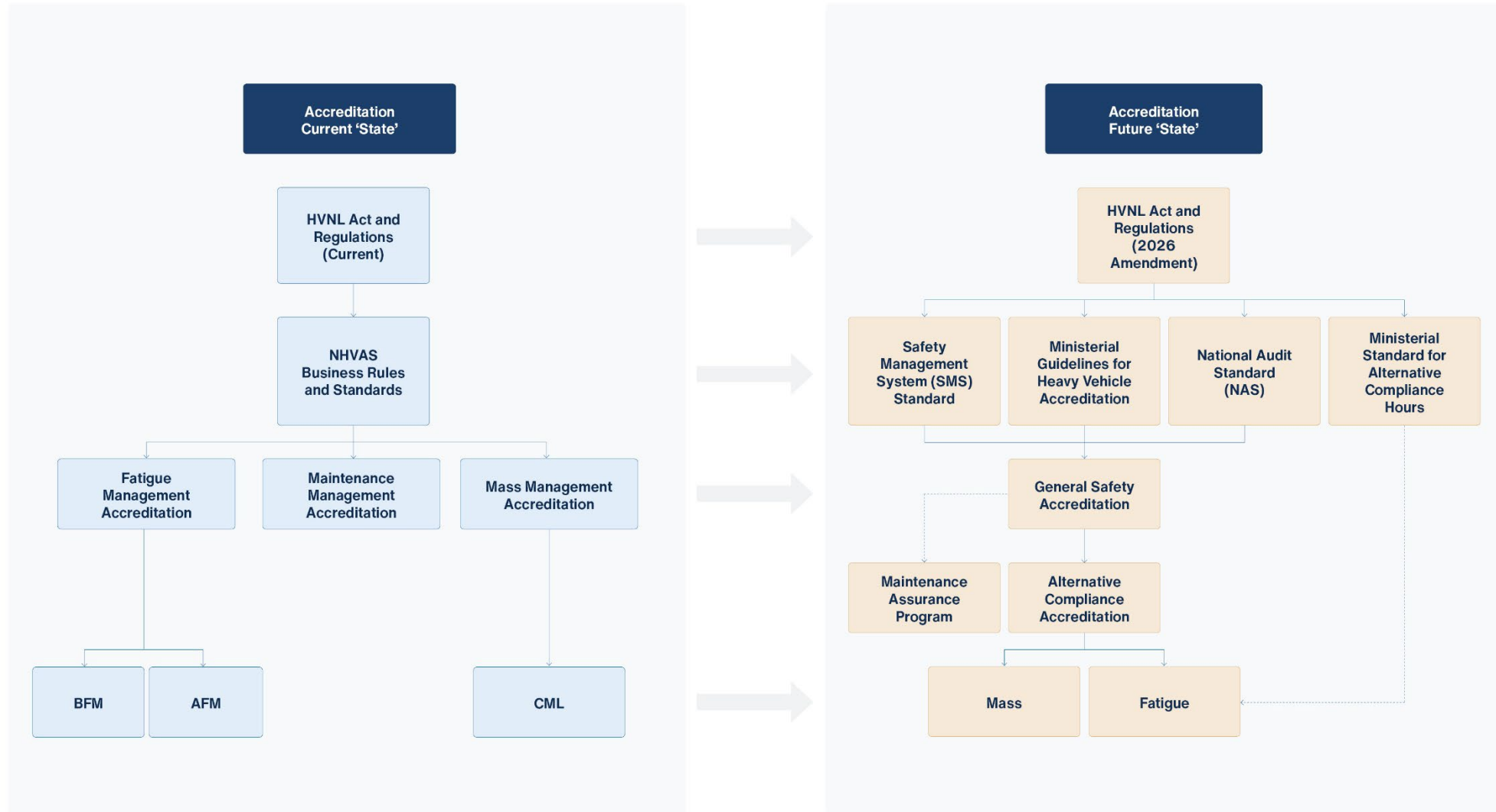
What's changing



- National Heavy Vehicle Accreditation Scheme (NHVAS) progressively replaced with the new Heavy Vehicle Accreditation (HVA) scheme.
- HVA introduces a tiered accreditation framework comprising of:
 - **General Safety Accreditation (GSA)**
 - **Alternative Compliance Accreditation (ACA)**
- NHVAS audits specific modules (Mass, Fatigue and Maintenance),
- HVA audits whole of business **Safety Management System (SMS)**.
- Successful SMS audit provides GSA which is required to access alternative compliance approaches for Mass, Maintenance and Fatigue.



Transition from NHVAS to HVA



What does it mean for mass, maintenance and fatigue?



Module	NHVAS	New HVA
General Safety Accreditation (GSA)	Not applicable	GSA is first step to accreditation Required to access maintenance, mass and fatigue
Maintenance	Exemptions from annual vehicle inspection (QLD and NSW)	GSA - Maintenance Assurance Program (MAP) Continues to provide exemptions from annual vehicle inspections (QLD and NSW)
Mass	Access to Concessional Mass Limits (CML) Required for certain notices and schemes e.g. HML and PBS	Alternative Compliance Accreditation – Mass No longer required for CML weights (new GML) Required for certain notices and schemes. List on NHVR website.
Fatigue	Basic Fatigue Management (BFM) Advanced Fatigue Management (AFM)	Alternative Compliance Accreditation - Fatigue More options for tailored work and rest hours (in outer limits) Templated hours for BFM and common AFM work and rest hours.

- **Transition starts mid-2026:** NHVAS replaced by HVA under 2025 HVNL amendments.
- **Phased approach:** Operators able to continue in NHVAS until expiry (both running concurrently)
- **Transition period:** Allows operators time to prepare their business for new scheme
 - **Option 1 – Maintain NHVAS accreditation (2 yrs)** – if accreditation expires before end of year. Needs to be processed before new law takes effect mid-year.
 - **Option 2 – Apply for extension of NHVAS (up to 1 yr)** – all operators can apply for an extension to prepare for the new HVA scheme.
 - **Option 3 – Transition to HVA** – transition immediately once new law takes effect.
 - **Option 4 – Exit if no longer required** – submit exit application in NHVR GO.
- **Support:** SMS tools, guidance, and case-by-case extensions to support transition.

Find out more about transition on the NHVR website!

SMS looks beyond prescriptive requirements

- Shifts focus from prescriptive requirement to performance based
- Goal is to demonstrate managing safety, not just compliance
- Five connected SMS components:
 - Leadership and Commitment
 - Risk Management
 - People
 - Assurance, Monitoring and Improvement
 - Safety Systems



The way you manage vehicle maintenance, mass or fatigue should not be changing

What's Not Changing

- How you manage fatigue
- Requirement for pre-starts, fault reporting
- Quarterly compliance reviews
- Annual reviews
- Record keeping and retention requirements
- Training requirements
- Continuous improvement

What's Changing

- How your documents are structured
- Demonstrate understanding of and management of transport risks
- Incident management
- Performance monitoring
- Communication and consultation
- Outcomes based, not compliance check
- Covers your whole operations, not just accredited components

SMS is scalable to size of operations



Keep using your current NHVAS manuals while you build and begin to implement your SMS:

- **Policies** – safety, communication, fatigue, vehicle maintenance, load
- **Risk management process** – procedure, assessment and register
- **Incident management process** – procedure, form template, register
- **Expand training to whole of operations** – training procedure, training matrix, training register
- **If only in fatigue** – start building a vehicle management procedure, prestart forms
- **If only in mass / maintenance** – start building fatigue procedure
- **Communication and consultation plan**
- **Performance monitoring**

Stay tuned to official NHVR information sources – we already have several tools available; however, we are publishing more tools and resources for you

Questions and Next steps



Questions:

- Please use the Q&A button to ask a question
 - If you see a question that resonates and you'd like to hear more, please 'up vote it'

Operators are encouraged to:

- Review our website [NHVR.gov.au](https://www.nhvr.gov.au)
- Accreditation Transition: [NHVAS transition to HVA scheme | NHVR](#)
- Subscribe to the NHVR's [On the Road newsletter](#) for updates and information
- Keep across the NHVR's social media channels
- Reach out to the NHVR Contact Centre for any further support:
 - **Email:** info@nhvr.gov.au
 - **Phone:** 13 NHVR (13 64 87)

Thank you


For more information:

13 NHVR (13 64 87)


info@nhvr.gov.au

nhvr.gov.au

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 National Heavy Vehicle Regulator

Appendix



Question and Answer



Question	Answer
<p>Is there an online portal where terminal operators (staff or automated systems) can query the national register, to ascertain or prove a vehicle's accreditation status for HML, FUPS, Euro, PBS etc based on truck registration; and preferably to list any specific route inclusions?</p>	<p>Nominated Mass and Maintenance Management nominated vehicles have an accreditation label attached to the vehicle and can be confirmed on the Active Vehicle Module search (AVM) -https://www.nhvr.gov.au/safety-accreditation-compliance/national-heavy-vehicle-accreditation-scheme/avm-search</p>
<p>I would like to know more about the upcoming changes to the accreditation and safety management systems. Also, the changes to the NHVR operations in the coming year.</p>	<p>Check out our webpage: NHVAS transition to HVA scheme</p>
<ul style="list-style-type: none"> • When will the NHVR be providing guidance as to the expectations of SMS systems for single, smaller and larger operators (ie, a single owner driver will not require the same level of detail as a larger business with multiple trucks and drivers) • When will the NHVR release audit matrices for the SMS and ACA audit expectations? When will the NHVR release detailed guidance materials for industry and consultants so that operators can prepare for the changes? When will the NHVR release details of what changes to Mass, Fatigue and Maintenance business rules are being implemented – i.e. Quarterly Compliance Statements, Annual Reviews, minimum requirements • Has the auditor portal, for auditors to lodge reports been tested and are auditors trained in how to use it is the requirement to lodge a CAN for entry audits been finalised?, when is guidance for operators being prepared for release? • The shifting of GML to CML weights will create significant confusion in the industry, i.e. no longer ""sum of the axle group weights"" will be capped at 2 tonne increase for BD and RT combinations (would have been much simpler for the industry if tandem increased to 17T and tri axles to 21t across the board), has the NHVR considered this and will it create guidance for the industry. Will the Qld CML notice (which provides 12t on twin steer group and more than 2 tonnes additional weight (up to 4 t) for larger combinations) be repealed or continue? 	<ol style="list-style-type: none"> 1. For MDL; the amended regulations are replicating the current CML requirements, there is a 1t or 2t mass increase based on the vehicle gross being under or over 55t. CML never provided the sum of the axle weights. 2. The QLD 'CML notice' will be rewritten to take into account the amended regulations, the intent, and access of this notice will be preserved. 3. Detail will be released to the NHVR website once we receive final approval from Ministers. 4. The auditor template will provide guidance on evidence required based on operator size. Once the template has been reviewed and approved for release, we will publish on the NHVR website. 5. The accreditation requirements will be published on the NHVR website once approved for release.
<p>As a client engaging a logistics company to transport goods from a supplier, what would be seen as reasonable assurance activities to perform on the logistics company for CoR at: a) the initial engagement of the company, and; b) as an ongoing assurance program?</p>	<p>Assurance isn't generic, it's specific to the activity you will be doing together. It's also not a one-way street, because CoR isn't only about the transporters. As a consignor/consignee, you are also a party in the CoR and share responsibility with the transporter for ensuring risks are managed.</p> <p>Activities 7 – 10 of the Master Code provide recommendations about how businesses can collaborate to ensure the safety of their transport activities, including considerations for monitoring and assurance.</p>

Question and Answer



Question	Answer	
<p>What is a reasonable expectation of an SMS for a small carrier (1 to 5 trucks) who is working for a dedicated prime-contractor (very large organisation with ISO Certified OHS SMS & QMS)? What are some things they should have in place or focus on?</p>	<p>A reasonable expectation of a SMS for a small carrier (1–5 trucks) working under a large, ISO-certified prime contractor is that it is fit-for-purpose, simple, and demonstrably effective — not a scaled-down version of a corporate system, but one that still manages key safety risks and meets HVNL obligations.</p> <p>A small carrier’s SMS should be simple, practical, and evidence-based, demonstrating that: They understand their risks, have controls in place, and can prove those controls are working. That’s far more important than sophistication or volume of documentation.</p> <p>What “good” looks like for a small carrier SMS, a small operator’s SMS should: Focus on critical risks (e.g. fatigue, vehicle condition, load safety, driver competency) Be documented but not overly complex Be understood and used in practice, not just a paperwork exercise Align with (but not duplicate) the prime contractor’s system and requirements Provide evidence of due diligence and Chain of Responsibility (CoR) compliance</p> <p>Key elements they should have in place:</p> <p>1. Clear safety responsibilities Defined roles (even if it’s one person wearing multiple hats) Understanding of CoR obligations Accountability for safety decisions (e.g. scheduling, maintenance)</p> <p>2. Basic risk management A simple process to identify and manage key hazards: Fatigue Speed and scheduling pressure Load restraint Vehicle condition Practical controls documented and followed</p> <p>3. Fatigue management controls Work/rest scheduling aligned with HVNL (standard hours or BFM if applicable) Monitoring of driver hours (even if manual) Policy for fitness for duty</p>	<p>4. Vehicle maintenance system Planned maintenance schedule Pre-start checks (daily inspections) Defect reporting and rectification process Records kept (even simple logs)</p> <p>5. Driver competency and training Verification of licences and inductions Evidence of competency in: Load restraint Fatigue awareness Safe driving practices Toolbox talks or periodic safety discussions</p> <p>6. Incident reporting and investigation Simple process to report: Incidents Near misses Basic investigation to identify causes and corrective actions Learnings captured and shared</p> <p>7. Documented procedures (lightweight) They don’t need a full ISO system, but should have simple, usable procedures for: Fatigue management Vehicle checks and maintenance Incident reporting Load restraint</p> <p>8. Records and evidence The system must be verifiable: Maintenance records Driver records (hours, licences, training) Incident logs Inspection/checklists</p> <p>In addition to this, they will need to meet the requirements of any ACA / maintenance accreditation requirements. If they already have an effective manual in place for accreditation, they shouldn’t need to change what they are doing – they would be above and beyond requirements for the specific accreditation requirements.</p>