



Australian Initiatives in Heavy Vehicle Accreditation and Performance – Based Standards

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Introduction

- The paper discusses two primary areas of the NTC's reform activities relating to heavy vehicle accreditation and Performance-Based Standards.
- It examines how accreditation relates to other road transport law compliance objectives particularly Chain of Responsibility.
- Discusses the likely role of accreditation in Performance-Based Standards implementation.

Development of Heavy Vehicle Accreditation

- Australia is one of few developed economies that does not have operator licensing.
- Voluntary accreditation was seen in the 1990s as being a more effective approach that was better suited to modern practices in encouraging compliance.
- More flexible and sophisticated approach in the overall compliance effort.
- Regulatory authority based pilot schemes were initiated in mid-1990s in Mass Management and Maintenance Management.
- The development of industry-based schemes continued in parallel.

National Heavy Vehicle Accreditation Scheme (NHVAS)

- The successful implementation of the two pilot schemes led to the approval in late 1997 of a national accreditation scheme.
- Three modules only being, mass, maintenance and fatigue.
- Administered through the state based road authorities using common standards, audit processes and business rules with mutual recognition between states and territories.
- Scheme was intended to be completely voluntary.


Industry-Based Accreditation Schemes

- Ministerial decision acknowledged the development of industry-based heavy vehicle accreditation.
- TruckSafe was well developed by 1997.
- There was a desire to create a position for industry-based schemes in the national picture which led to the concept of 'automatic entry'.

Current Australian Accreditation Picture - NHVAS

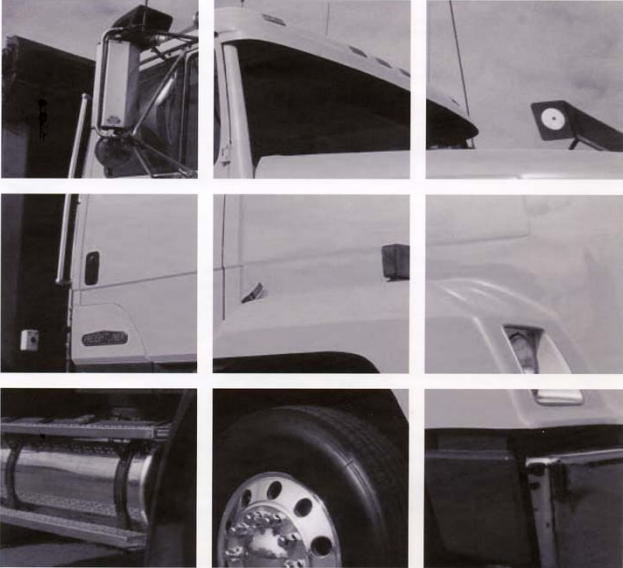
- NHVAS has been implemented in most Australian jurisdictions.
- There has been a progressive attachment of concessions available to accredited operators (eg HML for triaxles).
- This has led to a circumstance where accreditation has become less than truly voluntary for many operators.
- This has 'raised the stakes' for both regulators and operators.
- Emerging need for increased rigour in the scheme documentation, the underpinning legislation and manner of administration.


NHVAS



National Heavy Vehicle Accreditation Scheme (NHVAS)

- ⇒ A guide for operators to the National Heavy Vehicle Accreditation Scheme (NHVAS).
- ⇒ The NHVAS can help all operators whether they are big or small.






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National Heavy Vehicle Accreditation Scheme

April 2000



Current Australian Accreditation Picture - Industry Schemes

- Interaction with industry schemes has been evolving.
- If regulatory concessions are to be granted through industry schemes, these schemes would have to be regulated and be able to indemnify themselves against legal challenge.
- Currently, regulatory concessions are administered through NHVAS only.
- Regulators remain very keen to encourage accreditation and report enhanced compliance outcomes among accredited operators.

Current Australian Accreditation Picture - Industry Schemes

- Current NTC view is that emphasis should be on heavy vehicle accreditation generally with co-operation between regulatory and industry-based schemes.
- Industry-based schemes, such as TruckSafe to act as a 'gateway' to NHVAS as well as providing accreditation in business systems and driver health and training modules.
- Concurrent audits in NHVAS and TruckSafe.
- Possible efforts to align with other accreditation systems such as PACIA, HACCP and ISO.

Chain of Responsibility

- An integral part of the C&E reforms is the chain of responsibility principle, whereby all who exercise control in a road transport activity should be made accountable at law for a failure to discharge that responsibility.
- Legislation existing in many countries imposes liability for breaches of mass, dimension and load restraint requirements only on drivers, operators and owners of heavy vehicles.
- Existing legislation often has little deterrent effect on other parties in the transport chain, some of whom may have a significant bearing on the on transport laws compliance outcomes.

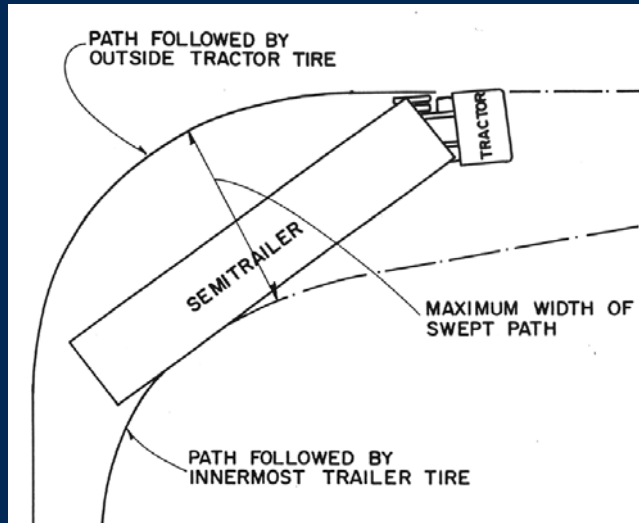
A Future Role for Accreditation in the Compliance & Enforcement Picture?

- New reforms add a layer of accountability.
- Reasonable steps defence will require being able to provide evidence that these steps were in fact taken.
- Transport operators are reportedly looking to accreditation as a means of developing and maintaining document trails to a level that is considered as the industry benchmark.
- Purchasers of transport services are reported to be incorporating accreditation requirements into contract documents.

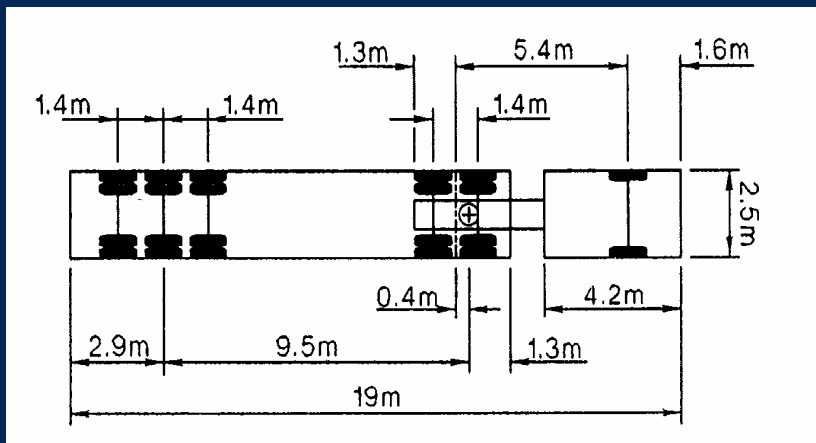
What is PBS for Heavy Vehicles?

- PBS stands for Performance-Based Standards
- New approach to regulation of heavy vehicles
- Alternative to the current prescriptive rules
- Will complement rather than replace the existing system

Performance-Based Standards



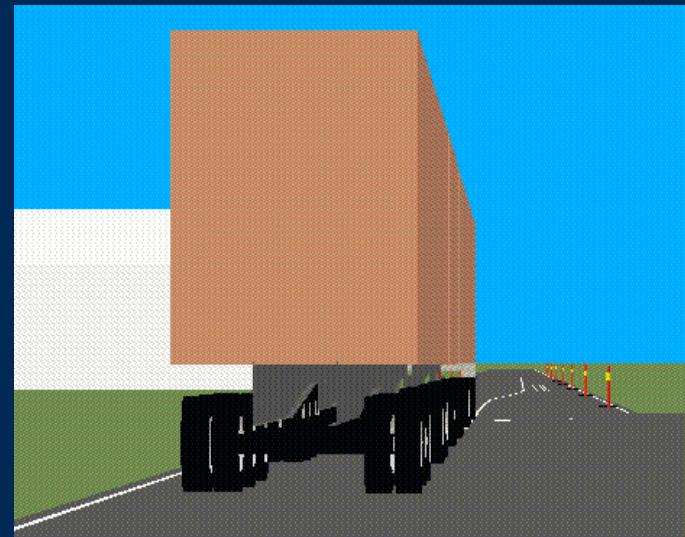
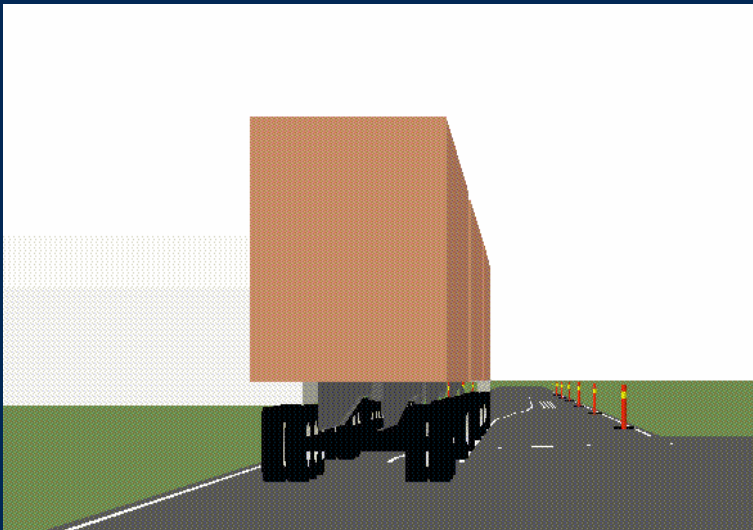
- What a vehicle should do...



- Instead of what it should be like

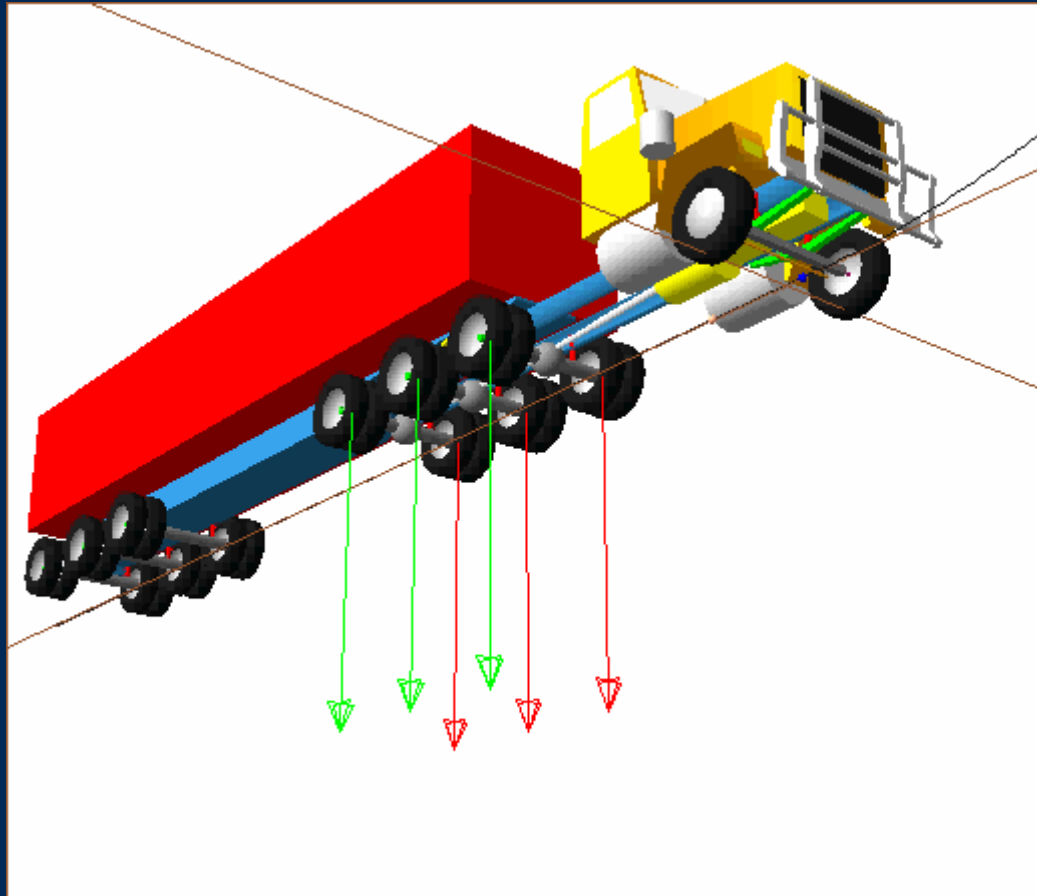
Improving Safety Outcomes

- Computer simulations help to find ways of improving safety outcomes
 - verified by field trials



Source:
Queensland
Transport &
RoadUser

Protecting the Infrastructure

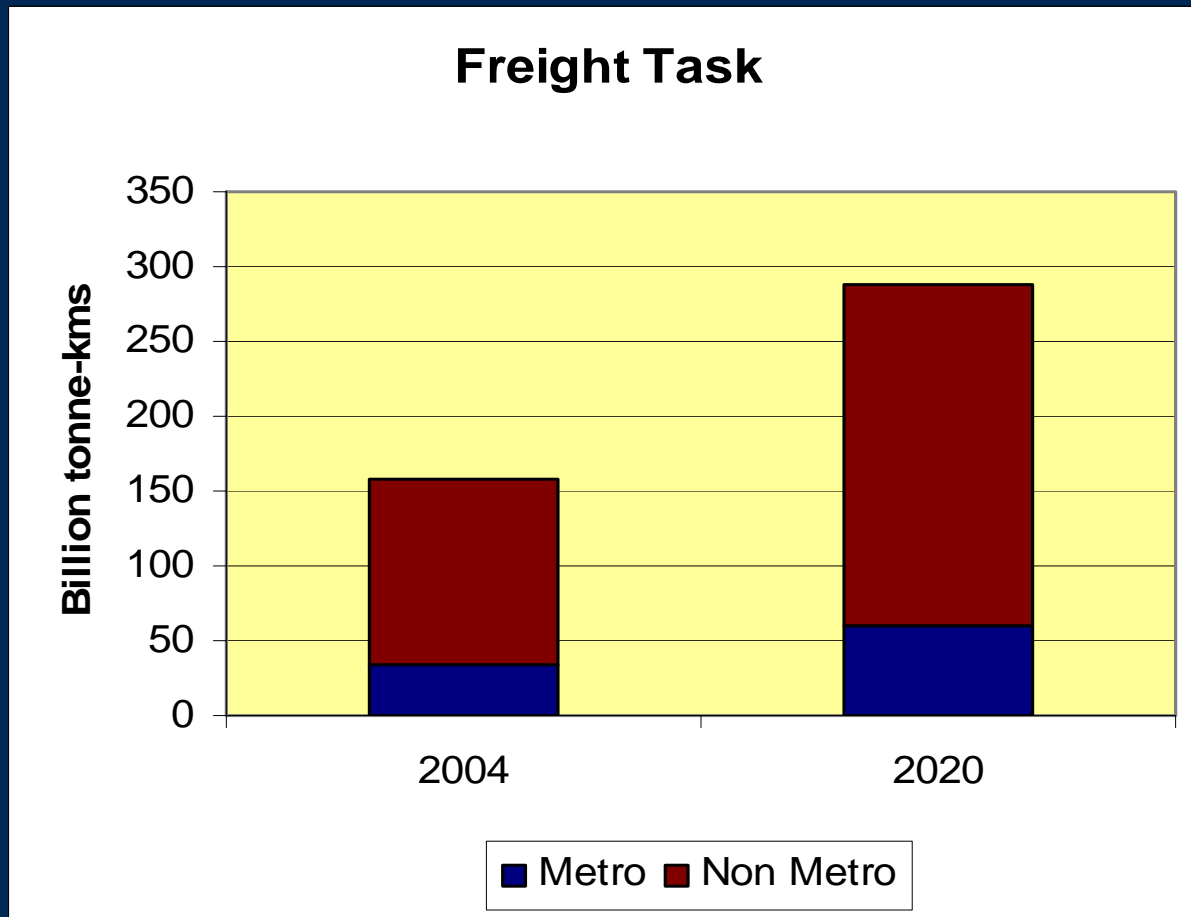


Why is PBS being developed?

- Prescriptive regulations have been taken as far possible
- A new approach is needed to meet the needs of a rapidly growing freight task
- BTRE estimates of a doubling of the freight task in twenty years

Why is PBS being developed?

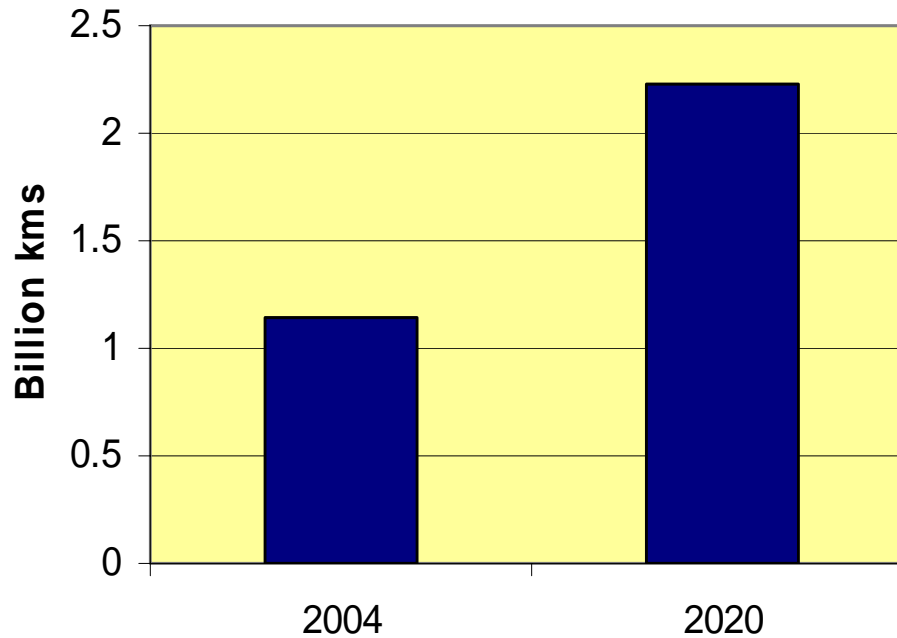
'Twice the Task'



Why is PBS being developed?

'Twice the Task'

**Articulated Vehicles
Metropolitan Kilometres**



Why is PBS being developed?

- 'Twice the Task' in twenty years
- Prescriptive Regulations taken as far as possible
- Need to encourage innovation to:
 - meet the growing transport needs
 - exploit inter-modal opportunities
- More directly addresses vehicle safety
- Better matches vehicles to routes

Matching Roads and Vehicles



Vehicle and Road Classes

- Currently 4 vehicle classes envisaged - and 4 road classification levels
- These range from approximate equivalents of general access roads, B-double routes to road train routes
- Performance class determines set of roads vehicle uses
- Some PBS vehicles may be excluded from parts of the network entirely

How Will it Work?

- If an operator or manufacturer has a vehicle proposal outside the current prescriptive rules, they may be able to seek registration through PBS
- The vehicle proposal will have to pass a set of performance standards that ensure it operates safely and that it protects the road and bridge infrastructure
- Access will be available to parts of the road network commensurate with the performance of the vehicle
- Operating conditions will be necessary for most PBS operators, which is likely to include accreditation

When will it be Implemented?

- Performance standards now approved by Australian Transport Council
- Still several other phases of the project to be completed
- Formal implementation not expected before 2007

How will PBS affect Road and Bridge Assets?

- Nationally agreed set of road classification guidelines
- Some PBS vehicles are likely to require high level route compliance verification mechanisms such as GPS/ITS
- Emphasis in PBS on freight route planning
- This should lead to better utilisation of the existing assets within their current capacities
- Provide for better targetting of maintenance and capital upgrading

Conclusion

- The effects of complementary reform initiatives that are being undertaken in Australia in heavy vehicle accreditation and chain of responsibility will promote better operator behaviour and improved compliance outcomes
- Need non-intrusive regulations for compliant operators, equity, effectiveness and enforcement efficiency
- Access to regulatory concessions is likely to be only available to operators demonstrating good compliance
- This includes access to regulatory regimes that provide for greater operator flexibility, including Performance-Based Standards



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