



**mainroads**  
WESTERN AUSTRALIA

# Transafe

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Heavy Vehicle Services

TransafeWA :Forum 22, Bunbury

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## Performance Based Standards (PBS)

- Improved Vehicle Safety
  - Improved dynamic performance
  - Better and safer equipment
  - Added safety technology
- Improved Productivity
  - Increased Economic Competitiveness
  - Reduced Environmental Impact
  - Improved Network Access





## Accreditation Review Update

### Review Outcomes

- 24 Recommendations across four streams Policy, Legislation, Administration and Audit Management
- Key recommendations include:
  - Consolidate modules, rules and guides
  - Develop and optimise online services and electronic workflow (reduction of paper based documentation)
  - Establish regular training forms to provide guidance to stakeholders
  - Develop and implement categories for Operators
  - Develop and implement risk levels and incentives for operators
  - Maintain current WAHVA requirements in response to any national policy changes
  - Review the incident investigation process and link to accreditation status
  - Implement a risk based audit methodology
  - Optimise quality standards for auditors
  - Investigate the establishment of an audit panel to be managed by Main Roads

### Where to next?

- The Review Report, including recommendations, have been accepted by the Ministerial Heavy Vehicle Advisory Panel.
- Advice on the review outcomes and implementation approach is being prepared for the Minister.
- As part of the implementation plan a stakeholder reference group will be established.
- Any enquiries, contact project manager : [phoebe.flinn@mainroads.wa.gov.au](mailto:phoebe.flinn@mainroads.wa.gov.au)



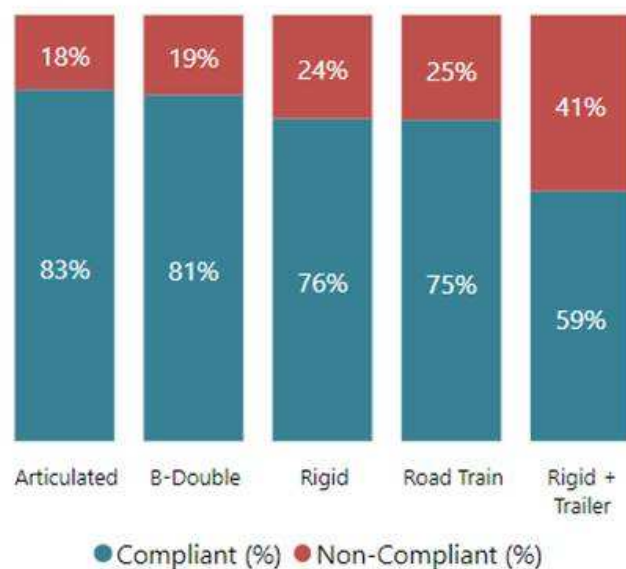


## Compliance Stats

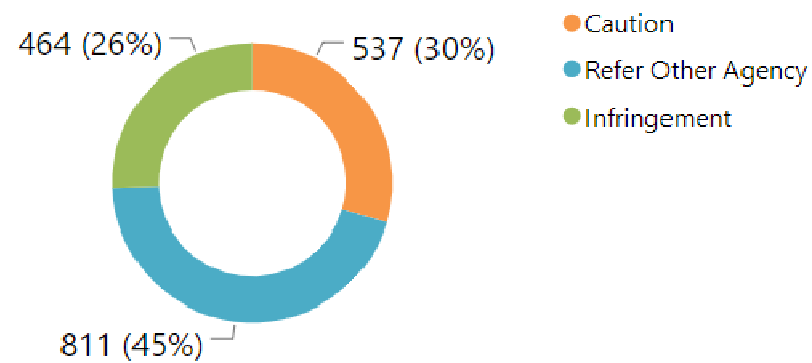
### COMPLIANCE DASHBOARD (JUL-19)

TOTAL ENFORCEMENT HOURS				TOTAL VEHICLES INTERCEPTED				TOTAL NON-COMPLIANT COMBINATIONS				HOURS TAKEN DETECTING AN OFFENCE			
812				1293				159				3.9			
Prev. Month	% Change	Prev. Year	% Change	Prev. Month	% Change	Prev. Year	% Change	Prev. Month	% Change	Prev. Year	% Change	Prev. Month	% Change	Prev. Year	% Change
944	-14%	685	16%	1431	-10%	1981	-35%	153	4%	143	10%	4.5	-14%	3.1	20%

### TOP NON-COMPLIANT COMBINATION TYPES



### COMPLIANCE ACTION TOTALS





## National Reviews

- NTC carrying out review of HVNL
- Drafting of HVNL to commence in 2020/21
- 8 Issues Papers:
  - Risk Based approach to regulating HV;
  - Effective Fatigue Management;
  - Safe People and Practices;
  - Easy Access to suitable routes;
  - Safe Vehicles;
  - Managing Compliance;
  - Accrediting operators to deliver best practice;
  - Other policy Issues.
- Public Submissions invited
- Regulatory Issues Statement – early / mid 2020
- National Reviews of OSOM, Freight Supply Chain Strategies, Accreditation, Fatigue, IAP

## WA's Position

- Mandatory Accreditation essential
- Only 5% of Road Transport is interstate
- More productive vehicles
- Fatigue laws under OSH – more flexible
- More flexibility in changes to Regulations
- Close relationship with Industry





## RAV access into Perth

- Due to the long steep gradient of Great Eastern Highway on Greenmount Hill, combined with the high traffic volumes and a large number of intersecting roads, this road is considered high risk for heavy vehicles.
- Some road train combinations longer than the currently approved maximum 27.5m long A-doubles (Network 4) would have efficiency benefits for industry. Allowing such access would increase the number of longer road train movements down the steep descent. This has the potential to have an adverse effect on traffic flow, which may also adversely affect heavy vehicle braking temperatures during the steep descent.
- Trials have been undertaken on Roelands Hill with 36.5 m A-doubles, and expressions of interest have been advertised for trials of 36.5 m AB-triples. These trials will assist Main Roads in understanding the traffic flow impacts and braking temperatures of the longer road trains during steep descents.
- These trials are initially being conducted on Roelands Hill, as this location is considered lower risk, with lower traffic volumes and minimal intersecting roads. Further trials are planned on Bedforddale Hill in the future, which is considered medium risk as the Hill is longer, with higher traffic volumes, more intersecting roads and more curvature.
- Once these trials have been completed on the low and medium risk Hills and Main Roads has a greater understanding of the impacts and risks associated with the longer road trains descending steep gradients, consideration can then be given to allowing 36.5 m access on Greenmount Hill.
- Access for longer, heavier vehicles down the Perth Metropolitan escarpments will be limited to more modern combinations with improved safety and environmental features.



## Camera network map



A landscape photograph showing a wide, rocky riverbed or dry lake bed. The sun is low on the horizon to the left, creating a bright glow and lens flare. The sky is a mix of blue and light orange. In the background, there are low hills and a rocky cliff on the right. A semi-transparent purple-to-pink gradient rectangle is overlaid on the right side of the image.

## Questions