

APPENDIX C - Ways the government and industry respond to growing transport concerns

- **National Transport Policy** – National ministers agreed to begin a program of national reform to address major challenges including climate change, safety, efficiency, congestion, and the skills crisis. Individual Ministers took responsibility for developing aspects of a national transport policy.
- **The Chain of Responsibility** - The ‘Chain of Responsibility’ means that anyone, who uses road transport as part of their business, shares responsibility for ensuring breaches of road laws do not occur. Local government in its role in the chain is responsible for roads infrastructure.
- **The National Heavy Vehicle Accreditation Scheme (NHVAS)** - The NHVAS assists heavy vehicle operators with complying with the requirements related to vehicle mass and maintenance. The benefits include improved freight productivity and efficiency and compliance with road safety standards.
- **Performance Base Standards (PBS)** – The Performance Based Standards system reform “matches the right vehicles to the right roads” and encourages innovations in vehicle design for improved productivity, safer performance and reduced impact on roads infrastructure. PBS focus is on how well vehicle fits the road enhancing safer operation.
- **Safer Management of Australian Road Transport (SMART) and Higher Productivity Vehicles (HPV’s)** – SMART term is applied to vehicles under the Performance Based Standards (PBS). They can traverse both long distances and narrow local roads and carry maximum load to reduce truck numbers and fuel consumption.
- **New road classification to accommodate changing trucks profiles** - A new road classification that meets the new network classification guidelines. The four new route network Levels, L1 to L4 align with the existing Restricted Access Vehicles (RAV) classifications as follows:

Road Class	SMART heavy vehicle level	Close present vehicle description	Network Access by Vehicle Length, L (m)	
			Class “A”	Class “B”
Level 1 access (L1)	1	From passenger car to single articulated heavy vehicle	L <= 20 (General Access*)	
Level 2 access (L2)	2	B-Double	L <= 26	26 < L <= 30
Level 3 access (L3)	3	B-Triple	L <= 36.5	36.5 < L <= 42
Level 4 access (L4)	4	Triple road train	L <= 53.5	53.5 < L <= 60

- General access is subject to a 50 tonne gross mass limit and posted local restrictions

Council’s local roads would normally be classified as L1 - general access - available to standard heavy vehicles. Council would continue assessment for over dimensional vehicles to access local roads under the L2 category.

- **Freight Charges** – Charges have been reviewed to ensure a fairer contribution of freight, proportional to load capacity rather than a vehicle unit for recovery of road maintenance related costs.
- **Technology, Intelligent Transport Systems, etc** – Latest technology to assist operators with demanding freight task is applied by leading operators and gradually expanding across the sector. Systems such as Intelligent Access Program (IAP - vehicle tracking) are gradually implemented adding to better management of freight task and national consistency.
- **Freight Weeks and Forums** - Each year Victorian Road Freight Advisory Council holds a series of forums around Victoria with the aim to provide information on key heavy vehicle reform initiatives, identify key road freight topics and collect, discuss and address any local issues. Council officers attend these public forums, provide feedback on local issues and participate in discussions with representatives from the sector.