

MAV, Freight Victoria and NHVR – Managing freight and heavy vehicle access for local government

27 April 2022

Agenda - Managing freight and heavy vehicle access

- Welcome and indigenous acknowledgment
- Context
- Outcomes from recent engagements
 - MAV Council freight survey 2020
 - First and last kilometre engagement 2021
- Legislative environment and relevant policy
- Managing heavy vehicle permits (NHVR)
- Opportunities to improve access management (DoT)
- Key stakeholders and their roles
- Where to get further information
- Questions

Indigenous acknowledgment

I would like to respectfully acknowledge the Traditional owners of the land on which we are all meeting, and pay my respect to their Elders, past and present.

In my case, I am speaking to you from the lands of the Boonwurrung people. As an organisation representing all Victorian councils, on behalf of the MAV I also wish to acknowledge the Traditional owners from across the state.

I would also like to acknowledge and welcome any Aboriginal or Torres Strait Islander people in the online audience today.

Context

- Managing freight and heavy vehicles is an important responsibility for local government
- An efficient supply chain is vital for local businesses and primary producers
- Councils must ensure that roads, bridges and other infrastructure assets are fit to safely carry the loads of heavy vehicles without causing undue damage
- Noise, vibration and air pollution can be important factors for communities, particularly in sensitive settings, times or locations
- All of us rely on efficient freight for our daily goods and services

Victorian council freight survey 2020

Most important council freight issues

- Supporting local industry including primary producers
- Heavy vehicle impacts on roads and bridges
- Available funding to maintain and upgrade important freight connections

84% of councils consider freight issues are growing – this is even more so outside metro areas.

Council desired support to better manage freight issues

- Better data on heavy vehicles using our roads (82%)
- Improved asset information for key roads and bridges (64%)
- Support with managing heavy vehicle permits (50%)

First and last km engagements 2021

Main first and last kilometre access *issues* include:

- Road network conditions, infrastructure and geometry
- Poor transport integration with land use, either as result of poor planning or changes to land use or transport over time

Key *barriers* encountered when working with stakeholders:

- Lack of knowledge about heavy vehicle regulations and requirements
- Resourcing of appropriately skilled and available people
- Understanding of key stakeholders and their roles and responsibilities

Collaborative relationships add value and support improved access

- Improved knowledge and understanding between key stakeholders enables more informed advice and decision making

***Priorities* for improving first and last kilometre access include:**

- Shared understanding and improved collaboration
- Better data, information and systems

First and last km engagements 2021

Good first and last kilometre access means:

- A fit-for-purpose road network
- Any restrictions on network access are soundly evidence based, carefully targeted and regularly reviewed
- Clear and accessible advice on any network restrictions, including permit requirements, is readily available to all key stakeholders
- Trained and adequately resourced people are available to assess any permits in a timely and informed manner
- Effective communication and engagement with key stakeholders inform and clarify changes to network use and management

The outcomes sought from good first and last kilometre access are that safety is ensured and that undesirable impacts of freight, such as infrastructure damage or degraded amenity, are minimised.

First and last km engagements 2021

Priority Actions

- MAV deliver webinar – Introduction to managing heavy vehicles for Victorian local government
- MAV develop and promote a web page with key information, planning principles and contacts
- MAV and DoT facilitate demonstration days for key industries
- Consider expanding NHVR engagement to metro councils
- Consider local government participation in state organised engagement activities
- Continue and actively support expansion of gazetted networks on both local, state and national roads
- Work with EPA to clarify appropriate noise requirements for loading facilities
- Support asset mapping and data collation initiatives, including SLGAAP

Freight and heavy vehicle legislation overview

- As well as Council local laws, there are a range of relevant State and Federal legislation and regulations that must be considered as part of the authorising environment
- At a National level, the National Transport Commission leads national land transport reform. The Heavy Vehicle National Law (HVNL) regulates the use of heavy vehicles with a gross vehicle mass (GVM) of more than 4.5 tonnes
- In Victoria, the Transport Integration Act (TIA) sets out the overarching objectives and framework for managing the transport system. The Road Management Act and its associated regulations establishes a coordinated management system for public roads, both state and local
- For councils, the Local Government Act informs how councils can make decisions, consult with the public and have power over roads

Freight and heavy vehicle policy overview

Victorian Council freight plans

- A quarter of councils, generally regional, are part of a regional freight plan
- Around 30% consider freight as part of their overall transport plan
- Around 40% don't have any sort of freight plan

Victorian freight plan - ***Delivering the goods*** 2018 is still the current guiding document being implemented in Victoria

National freight and supply chain strategy (and associated action plan) 2019 is the relevant national strategic framework

Nation urban freight planning principles 2021 were recently agreed and provide guidance for planning decision makers to appropriately consider freight needs



Department
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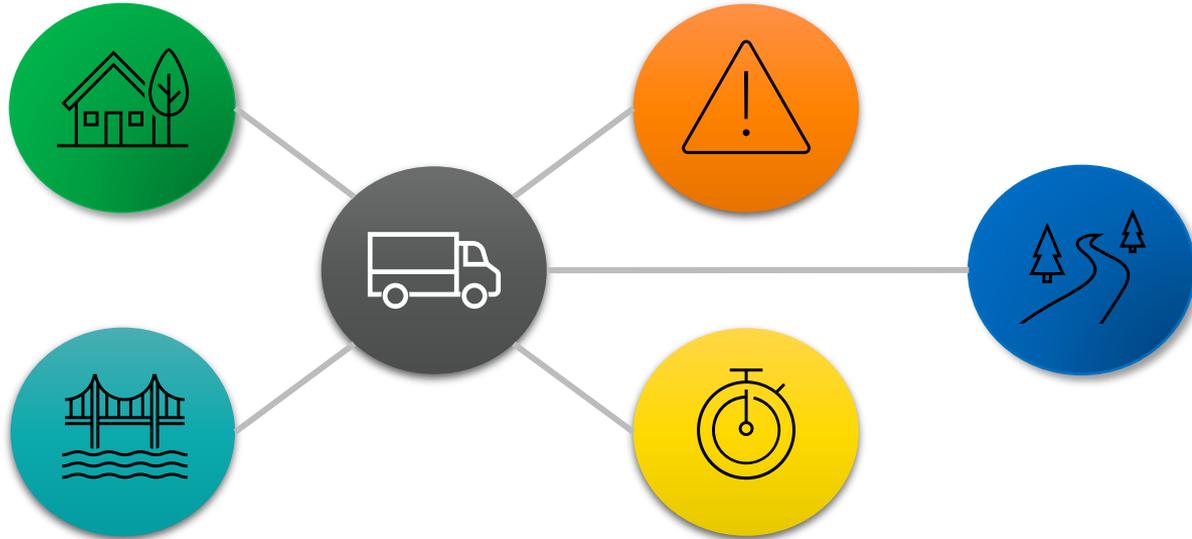
Truck curfews and load limit signs

Ben Atkinson

Heavy Vehicle Services - Freight Victoria

What are truck curfews, and why do we need them?

Truck curfews let trucks know when they can use certain roads, so we can find a balance between the needs to the local community and local truck operators.



What's the policy?



No Truck Signs – Road Rule 104

According to the Road Management Act 2004, the ability to set a curfew lies with the Department of Transport where the **“the State road authority may prohibit or restrict the use of a roadway by any motor vehicle of, or over, a certain size or weight”**.



Load Limit Signs – Road Rule 103

No truck signs covered under 104 should not be confused for **Load Limit Signs** referenced under Road Rule 103. These signs are used solely for the purpose of protecting road infrastructure (bridges and pavements).

*may also be titled 'Bridge Load Limit'.

What's the difference?

No Truck Signs

- 1 Major Traffic Control Device
- 2 Exemptions apply
- 3 May specify mass or length limit
- 4 May restrict access by time of day

Load Limit Signs

- 1 Not deemed Major Traffic Control Device
- 2 No Exemptions
- 3 May specify Gross Vehicle Mass (GVM) or individual axle masses
- 4 24/7 restriction

Behind the policy

	Exemptions			
	Buses	Destination within curfew area	Authorised Escort	Written exemption
No Truck Signs Provides road managers with the ability to limit all heavy vehicle movements on a specific route where safety and amenity concerns exist.	✓	✓	✓	✓
Load Limit Signs Allows road managers to protect infrastructure (structures and pavement) where overloading would cause catastrophic failure.	✗	✗	✗	✗

Alternative options

Uplift and infrastructure improvement

Where concerns exist due to aging or outdated infrastructure treatments, uplift should be considered first.

Uplift and infrastructure improvements on designated freight routes to incentivise use.

Incentivising alternative routes

Traffic furniture

Infrastructure treatments that disincentivise access such as; speed bumps, chicanes, raised platforms and roundabouts.

Where appropriate, significant infrastructure treatments like widening footpaths and narrowing street lanes may be appropriate. Typically these types of treatments are introduced to address land use changes.

Infrastructure and road adjustments

DoT's position



DoT's preferred approach is to disincentivise access through traffic calming.



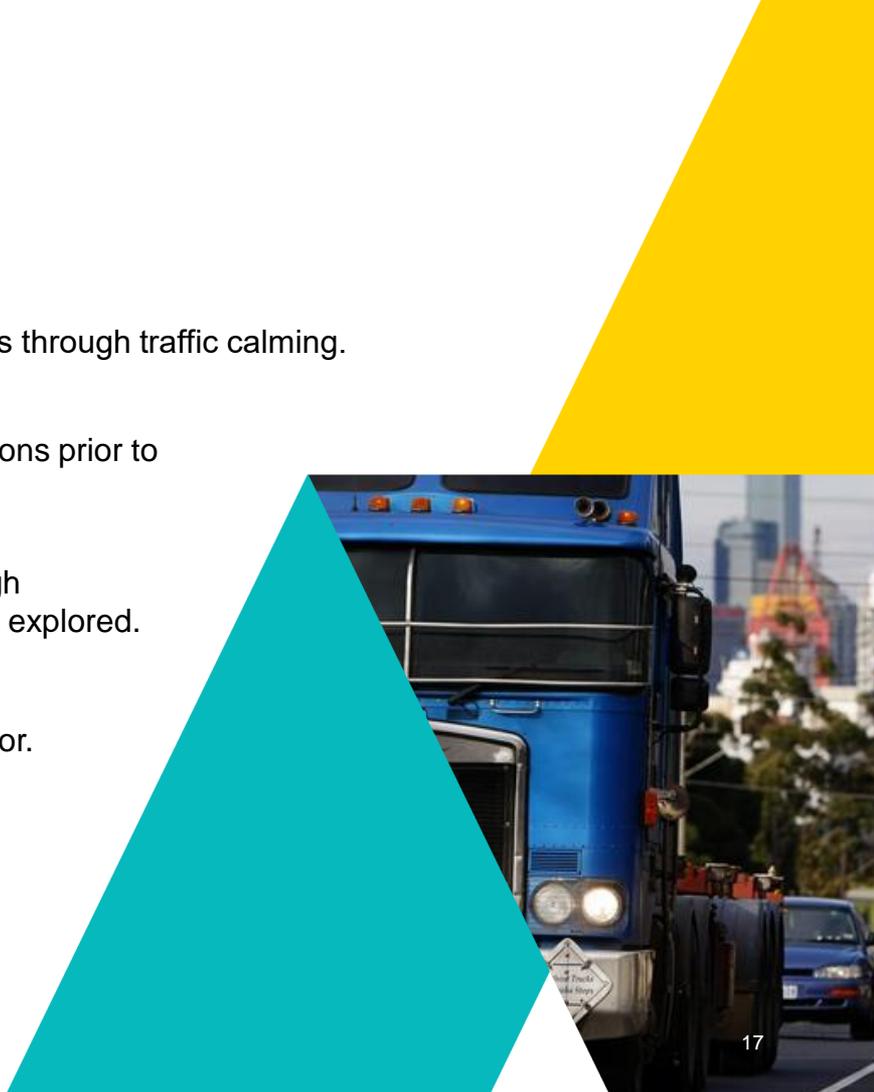
Council must explore all appropriate alternative options prior to submitting a request to DoT.



Council submissions to DoT must include a thorough assessment of the route and the alternative options explored.



Final decision lies with the local DoT regional director.



Questions?



Managing heavy vehicle access (NHVR) overview

The National Heavy Vehicle Regulator (NHVR) was established in 2013 as a statutory authority to administer the [Heavy Vehicle National Law \(HVNL\)](#) – which applies in all Australia's states and territories (except the Northern Territory and Western Australia)

In the six states and territories where the HVNL applies, there are more than:

- 91,700 registered prime movers
- 814,000 registered heavy vehicles
- 230,500 registered operators
- 475 road managers.

They have a range of resources and assistance to support councils as road managers, including training materials.



Steven Miller
Director Service Delivery

Rochelle Matthews
Manager Access



FINANCIAL YEARS

VOLUME

APPLICATION RESOURCES

2015



2016

*NHVR Portal:
Customers*

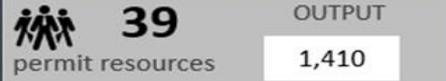


2017

*Regulator
Road Manager*



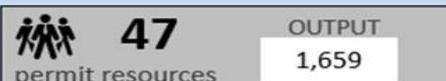
2018



2019



2020



2021



2022



*2022 data is until December 2021, output figure has been annualised

Considerations

- Permit application service commenced 10 February 2014.
- 'Resources' are all NHVR resources involved in permit processing (including external).
- 'Output' is application volume divided by resources available.
- NHVR Portal began in August 2016 for customer lodgement.
- NHVR Portal began for NHVR and RM staff in October 2017.
- Resources increased in 2019/2020 for projected permits from NSW and QLD.

Without Systems, Process and Capability Improvements

 **112**

permit resources would be required

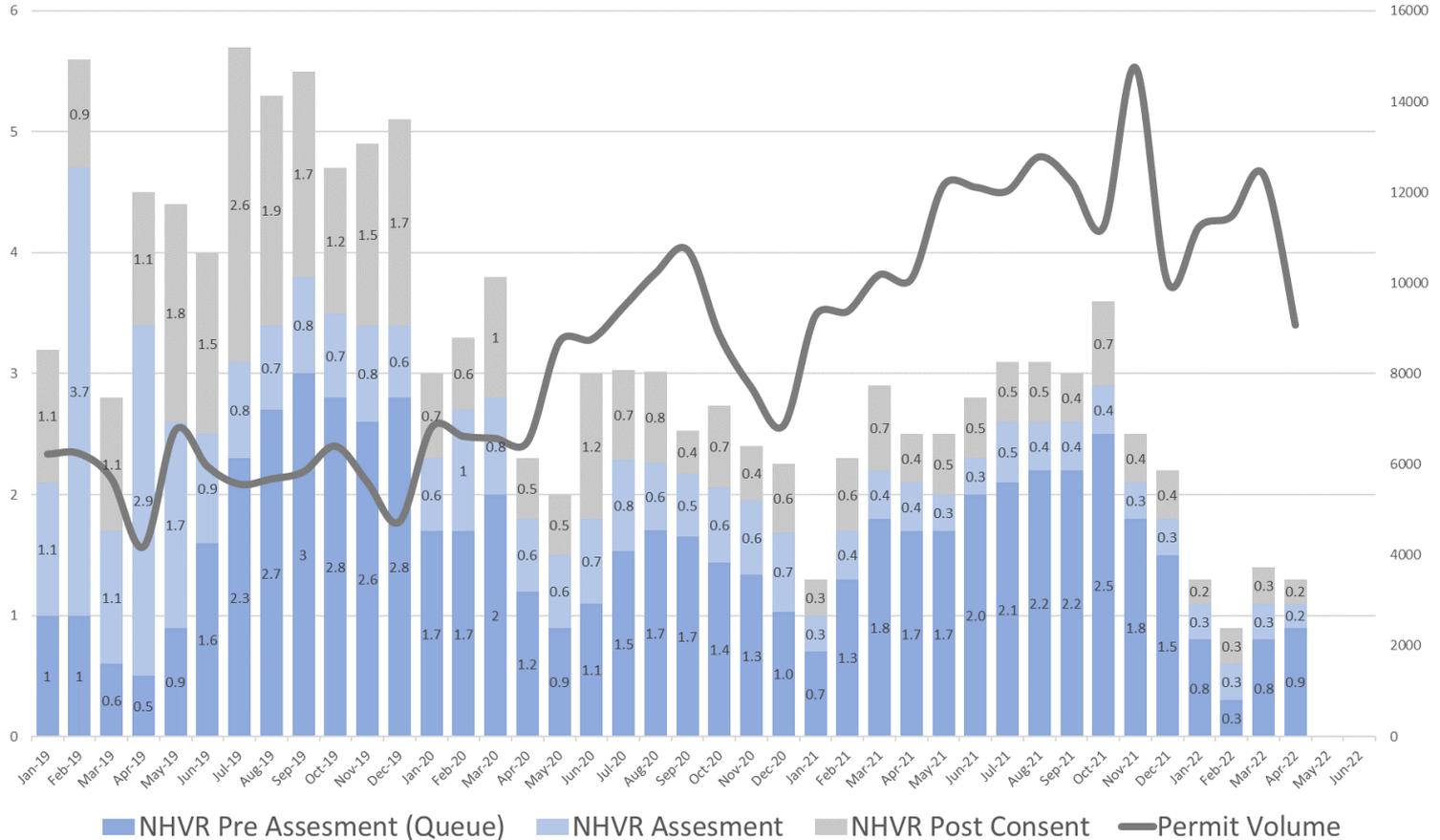
PROGRESS OVER 7.5 YEARS

 **743%** *FY 2015 to 2021
permit application cases

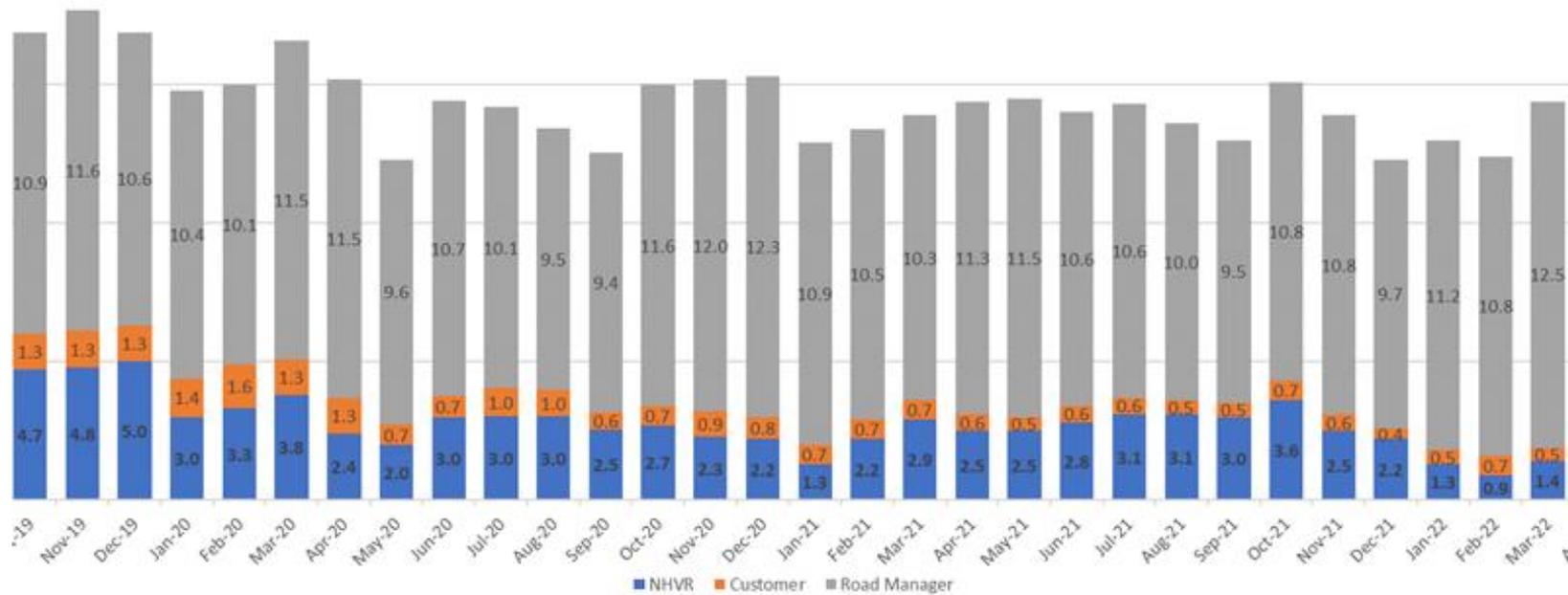
 **38%** *FY 2015 to 2021
permit resources

 **538%** *FY 2015 to 2021
Output

Volume vs NHVR Permit Performance



End to End Permit Turnaround Times (Calendar Days)



NHVR Portal – Analytics report

Road Access Volume

Account lookup by name
 ALPINE SHIRE COUNCIL

Road Access Volume

Permit Applications

Application counts represent applications submitted unless specified otherwise

690
677
1
126

Applications Submitted
Applications Completed
Road Managers
Customers

Permit Applications by Application Completed Date

Year	Applications
2017-18	54
2018-19	131
2019-20	174
2020-21	172
2021-22	146

Permit Applications by Application / Vehicle Type

Application / Vehicle Type	Applications	%
Oversize and/or Overmass (OSOM)	454	65.80%
Performance Based Standards (PBS)	69	10.00%
B-Double - Higher Mass Limit (HML)	56	8.12%
Special Purpose Vehicle (SPV)	54	7.83%
B-Double	12	1.74%
Prime and semi-trailer - Higher Mass Limit (HML)	10	1.45%
Custom Controlled Access Bus (CAB)	7	1.01%
Custom Special Purpose Vehicle	7	1.01%
Controlled Access Bus (CAB)	5	0.72%
Custom Oversize and/or Overmass (OSOM)	5	0.72%
Custom Prime and semi-trailer	4	0.58%

Permit Applications by Customer

Rick Cunneen Logging Pty Ltd	38
North East Civil Construction	36
Greenright Logging Pty. Ltd.	27
Advanced Cranes and Rigging ...	22
Dunn's Crane & Access Hire Pty...	22
Dunstans Forestry Pty Ltd	18
Riley Earthmoving Pty Ltd	17
Saputo Dairy Australia Pty Ltd	16
Kevin Hurley	14
Mcoll's Transport Pty Ltd	13
Department of Environment, La...	11
Downer Utilities Australia Pty Ltd	10

Permit Applications by Status

Status	Applications	%
Completed	286	42.25%
Closed - Superseded	246	36.34%
Closed - Other	70	10.34%
Application Refused	33	4.87%
Unsubmitted	>>	>>

Road Manager	Road	Suburb	Applications	%
ALPINE SHIRE COUNCIL	McGeehan St	MYRTLEFORD	94	19.07%
ALPINE SHIRE COUNCIL	Churchill Ave	BRIGHT	83	16.84%
ALPINE SHIRE COUNCIL	Churchhill Ave	BRIGHT	72	14.60%
ALPINE SHIRE COUNCIL	Chambers St	MYRTLEFORD	61	12.37%
ALPINE SHIRE COUNCIL	Morses Creek Rd	BRIGHT	50	10.14%
ALPINE SHIRE COUNCIL	Jubilee St	MYRTLEFORD	48	9.74%
ALPINE SHIRE COUNCIL	Barton St	MYRTLEFORD	46	9.33%
ALPINE SHIRE COUNCIL	Great Alpine Rd	POREPUNKAH	43	8.72%
ALPINE SHIRE COUNCIL	Back Porepunkah Rd	BRIGHT	39	7.91%
ALPINE SHIRE COUNCIL	Mathews St	MYRTLEFORD	39	7.91%
ALPINE SHIRE COUNCIL	Morses Creek Rd	WANDLIGONG	37	7.51%

Application Volume

Filters

Search

Filters on all pages

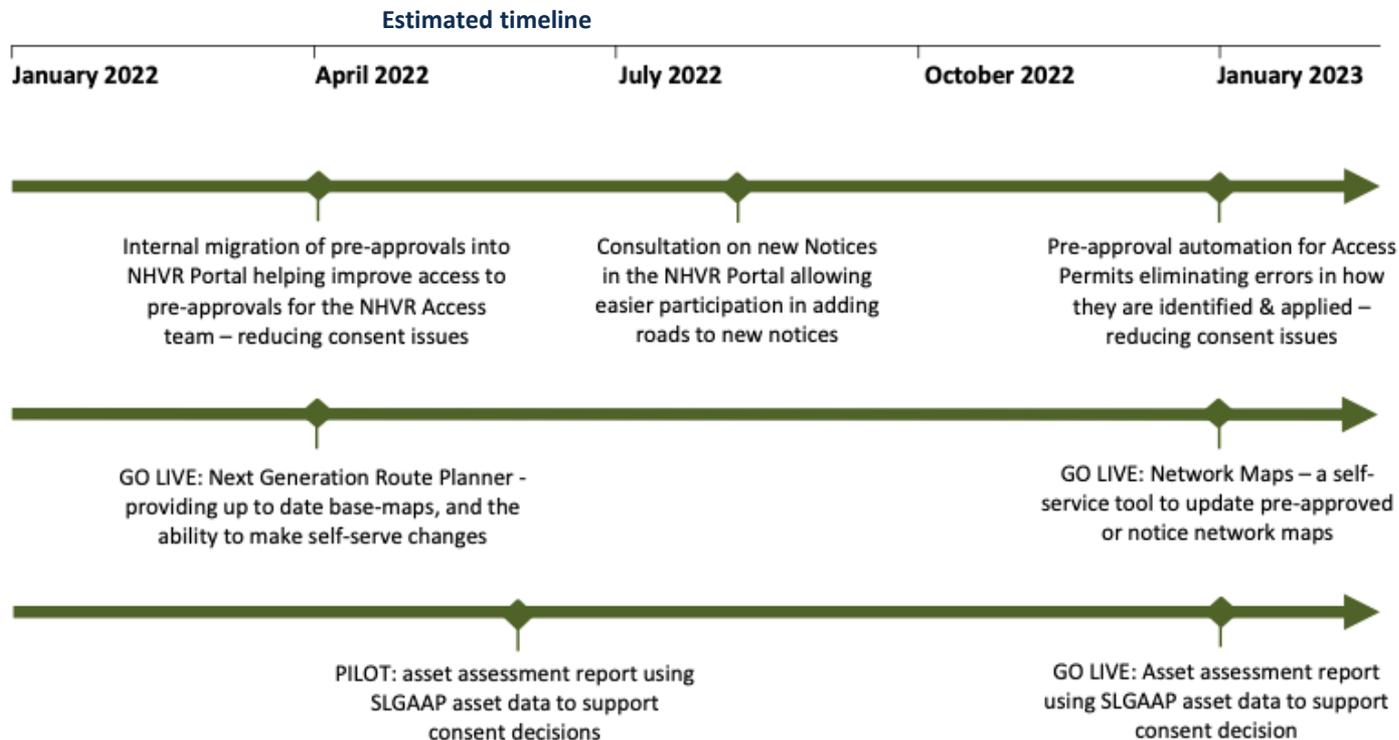
- Application Submitted... is (All)
- Customer Name is (All)
- Permit Application Type is (All)
- Vehicle Type is (All)
- PBS Level is (All)
- PBS Level Class is (All)
- Road Manager State/T... is (All)
- Road Manager Type is (All)
- Road Manager Name is (All)
- Road Suburb is (All)
- Road Name is (All)

Applications
Consents
Permits
Permit Finder
Help

BACK

Notices and Pre-approval automation

- To streamline processes, reduce administrative burden and reduce turnaround times.



Questions?



NHVR – Stakeholder Engagement

Simone Reinertsen

Stakeholder Engagement Officer

National Heavy Vehicle Regulator

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Heavy vehicle access & Telematics Analytics Platform (TAP) Tool analysis developments

David Moore

Heavy Vehicle Access - Freight Victoria

Gazettal/mapping of local roads Vs pre-approval & permit?

What's the difference?

Gazetted networks

- 1 Underpinned by NHVR gazette notice(s)
- 2 Mapped for as-of-right access for vehicles operating under gazette(s)
- 3 Approved, pre-approved & restricted LGA roads can be mapped within a week or earlier if nominated & signed off by managing LGA
- 4 Previously approved LGA roads nominated for removal or restriction can be mapped within a month if LGA provides NHVR with legitimate reason

Pre-approved networks

- 1 No NHVR gazette notice (yet)
- 2 Mapped for consent permit access with NHVR acting as the nominated LGA proxy
- 3 Approved, pre-approved & restricted LGA roads can also be mapped within a week or earlier if nominated & signed off by managing LGA
- 4 Previously approved LGA roads nominated for removal or restriction can also be mapped within a month if LGA provides NHVR with legitimate reason

Gazettal & mapping of local roads Vs pre-approval & permit

DoT's position



DoT aims to map all appropriate Victorian LGA-managed roads and other roads managed by ports, airports, universities etc. on all heavy vehicle maps, in the same way that DoT maps its own arterial roads.



DoT's seeks to map all appropriate Victorians LGA and privately-managed roads on **both gazetted networks (underpinned by NHVR gazette notices) and/or pre-approved networks** mapped for consent permit approved vehicle access.



LGA requests for the mapping of local roads on either gazetted or pre-approved networks should be made via the appropriate approved and signed NHVR Route Update Request Form.



All road managers, including LGAs, are responsible for heavy vehicle access on local roads within their municipal boundaries and should consider mass, height, geometry, surface and amenity when approving, pre-approving or restricting any road.



Gazettal/mapping of local roads Vs pre-approval & permit?

- **Leaving a road that's fit for purpose, safe and appropriate OFF a gazetted or pre-approved network and simply consenting to permits, is not the way to go.**
- Limiting road access to operators carrying a consent permit to travel on an appropriate road that's not approved for mapping is frustrating for all parties.
- Onerous for operators, DoT and NHVR, and often a waste of time too for LGA officers, especially if there's no valid reason for a road not to be mapped AND applications are simply "rubber stamped" by council when received.
- Enough checks and balances now exist to provide LGA's with the confidence to limit access to their roads to consent permit holders ONLY for vehicles that have not yet had mapped networks developed and published.
- An important check and balance we all now have – for DoT, councils and the NHVR – is the ground-breaking Freight TAP Tool called F-TAP.

F-TAP: The gamechanging tool for HV road use analysis

- Developed and maintained by Transport Certification Australia
- TAP dashboards show information and analysis relating to the usage of public roads by vehicles equipped with regulatory telematics devices across the state.
- It's a secure platform designed for all road managers and the NHVR.



Telematics Analytics Platform

[Click here to log in](#)



Heavy vehicles that can be monitored by the F-TAP tool

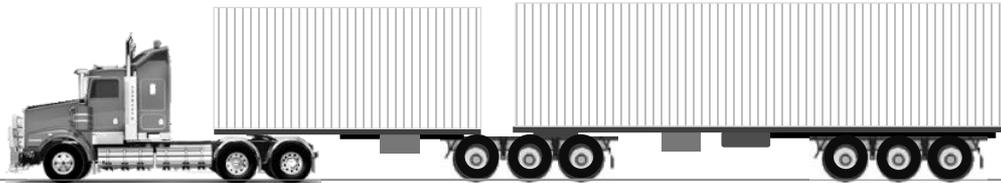
Concrete pumps



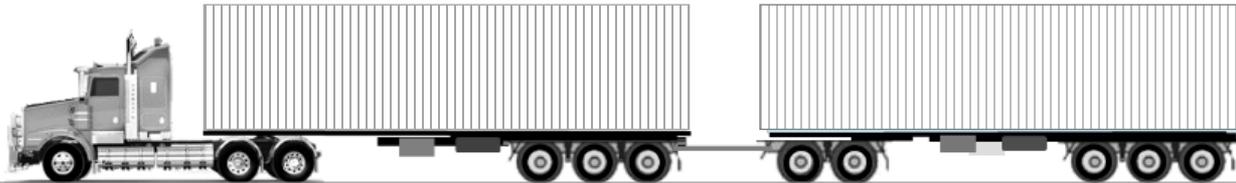
Mobile cranes



B-double

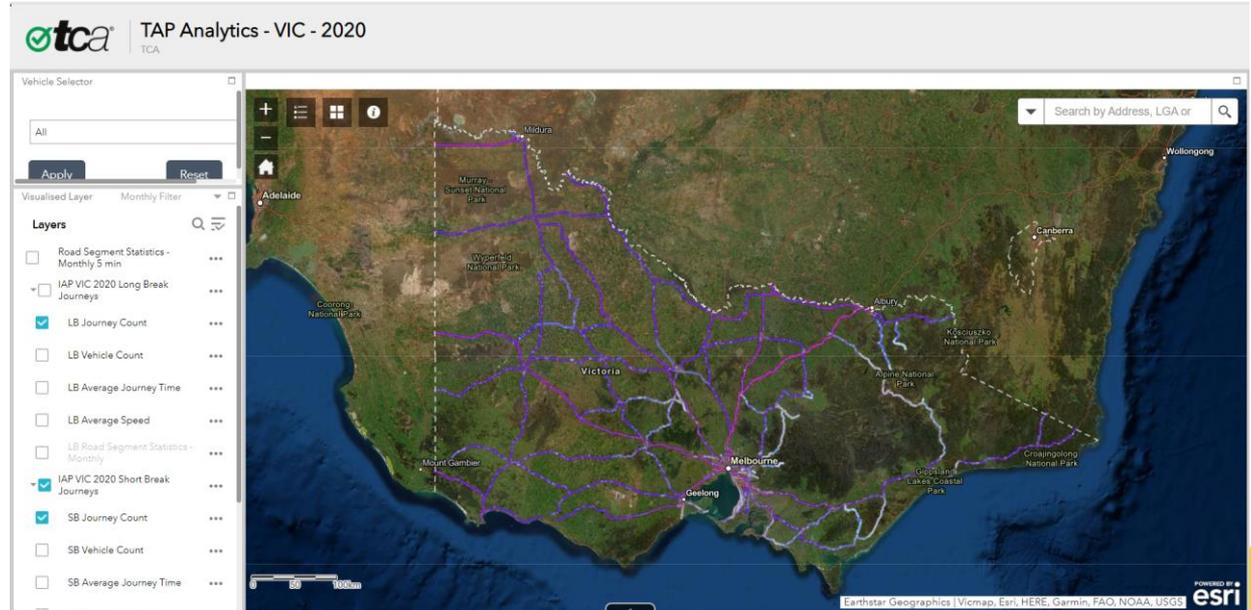


HPFV



Functions & advantages of the new platform

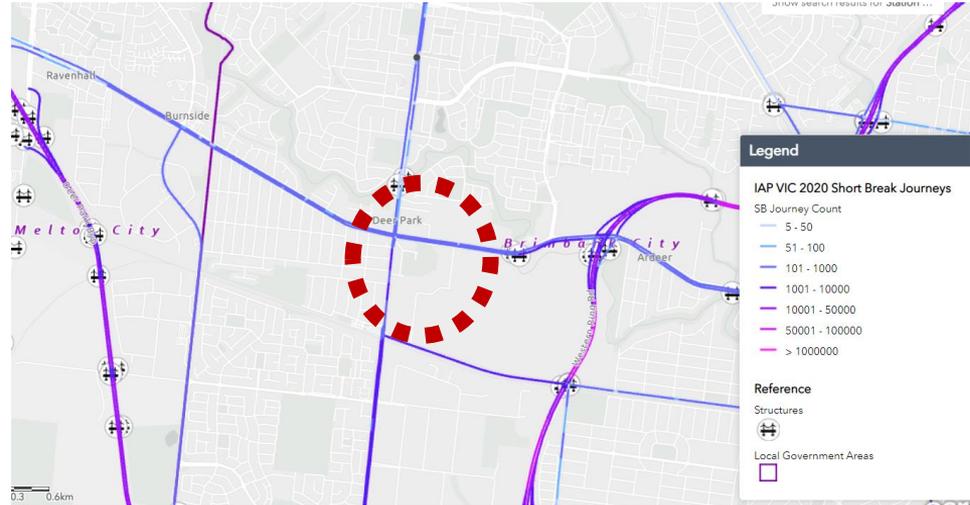
- Online 24/7
- Granular data
- Deidentified
- Unique vehicle count
- Journey count
- Average speed
- Average travel time
- Monthly aggregates
- Timeline analysis tool
- Glossary
- DOT cannot use for enforcement



Why the Freight Telematics Analytics Platform (F-TAP) is valuable for LGAs

1. Helps proactively increase gazetted HPFV & heavier crane networks

- Assists with identifying gaps on the HPFV & Crane access network maps, primarily for last km access
- F-TAP analysis can be used to validate HPFV & crane movement on currently unmapped but vital freight and crane routes



Why the Freight Telematics Analytics Platform (F-TAP) is valuable for LGAs

2. F-TAP can assist with assessment of land-use data

Provides data re: existing or emerging precincts to ensure heavy vehicle access is protected.

Question from an LGA:

- How many large heavy vehicles movements are carried out on this road?

Response using F-TAP

- Monthly de-identified data can be provided, broken up into unique numbers of journeys and unique numbers of vehicles.



Why the Freight Telematics Analytics Platform (F-TAP) is valuable

3. F-Tap can provide information for business cases & investment plans

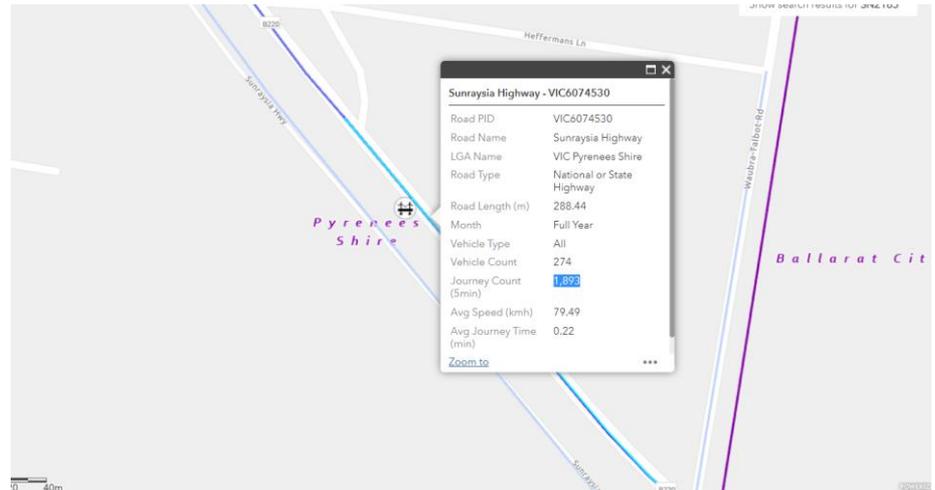
E.g. The Sunraysia Highway Corridor Strategic Plan & Bridge Strengthening Project needed advice.

Question from region (substitute region for LGA in your case):

- “SN2165 bridge is currently limited to 68.5t. Compared to other structures, is it a priority to uplift it?”

Response using F-TAP

- This structure was crossed 1,893 times in 2020 by HPFVs. Probably yes!

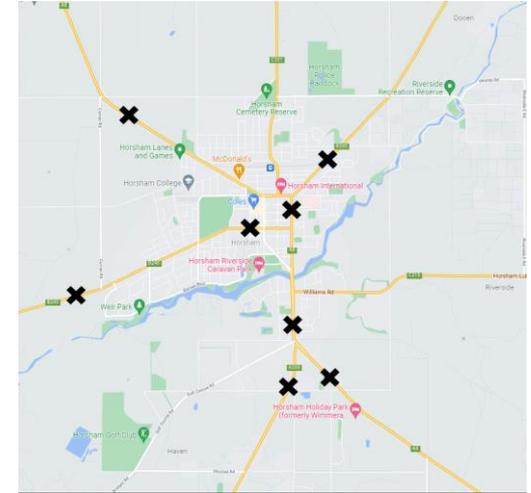
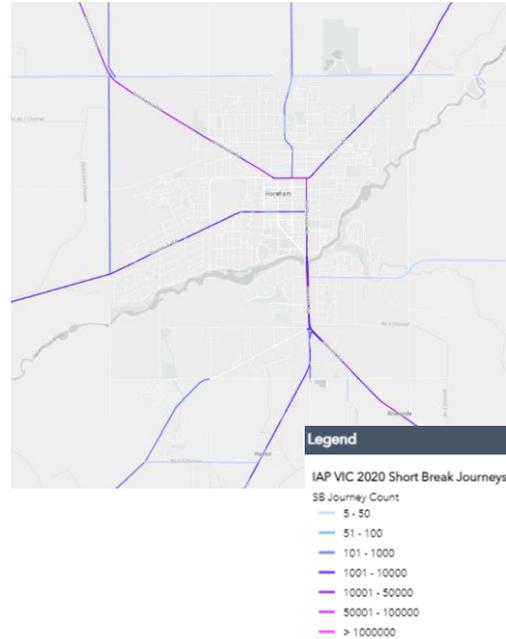


Why the Freight Telematics Analytics Platform (F-TAP) is valuable for LGAs

4. F-TAP can accurately inform feasibility studies

Horsham Alternative Truck Route

- Significant number of heavy vehicle movements through Horsham
- Major bypass projects have not eventuated, alternative routes have been explored as a lower cost option
- TAP informs which options for alternative truck routes would be most beneficial to local amenity



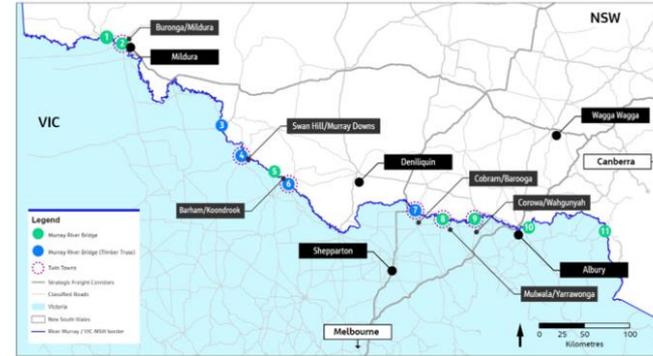
Why the Freight Telematics Analytics Platform (F-TAP) is valuable for LGAs

5. F-TAP can assist with making level-of-service assessments

Murray River border crossings

- Live data can be explored during collaborative sessions
- Data informs priority of heavy vehicle access against other uses (local freight, local traffic, pedestrian/cycling)
- Informs prioritisation of the crossings that require investment to achieve the level of service desired for heavy vehicles

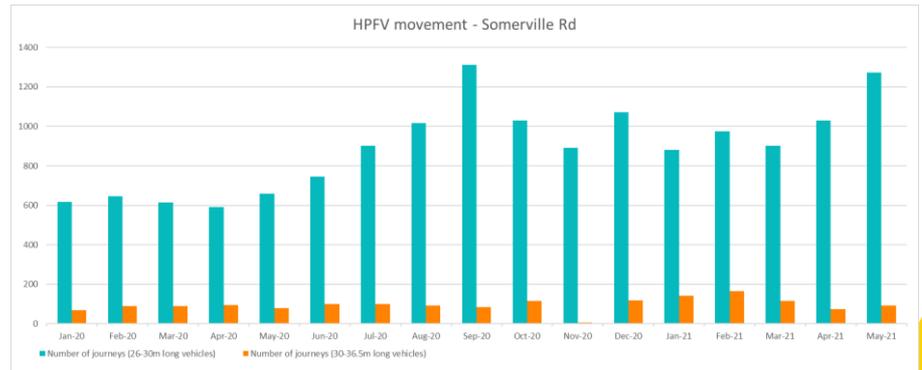
Murray River Crossings SBC – Top 11 (of 32)



Why the Freight Telematics Analytics Platform (F-TAP) is valuable for LGAs

6. F-TAP can assist with removal of red tape at level crossings

- A Task Force Protection Officer is required to facilitate the crossing for all HPFVs currently.
- F-TAP data clearly shows there are significantly fewer 30-36.5m HPFVs, and ARTC is willing to remove the requirement for longer vehicles.



Questions?

heavyvehicles@transport.vic.gov.au



Key stakeholders

Freight policy and planning

- Local businesses, including retail, wholesale, primary producers, quarries
- Heavy vehicle operators
- Local communities, including residents, schools, education and health
- DoT and DELWP
- Industry associations

Heavy vehicle permits

- Heavy vehicle operators
- Local businesses or origin / destination of heavy vehicle
- NHVR
- DoT

Further information

DoT – Heavy vehicle team – Ben Atkinson & David Moore, Freight Victoria, DoT heavyvehicles@transport.vic.gov.au

DoT – Regional managers – Richard Milne, DoT

NHVR – Stakeholder assistance – Simone Reinertsen, NHVR

NHVR – Data and insights – Rochelle Matthews, NHVR

MAV – Geoff Oulton goulton@mav.asn.au 0419 766 999

MAV web page – <https://www.mav.asn.au/what-we-do/policy-advocacy/transport-infrastructure/heavy-vehicle-and-freight-management>

Questions and suggestions

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