

**MEDIA RELEASE – 9 March 2021**

## **National Operating Standard Lifts Safety Requirements In Line With Other Comparable Heavy Vehicle Industries**

The [Australian Logistics Council](#) (ALC) says the adoption of a [National Operating Standard](#) into the Heavy Vehicle National Law (HVNL) will deliver minimum safety requirements expected of comparable heavy vehicle industries such as buses in NSW.

In NSW, accredited bus, coach, and taxi operators are already required to implement and maintain elements of the National Operating Standard.

ALC believes that amendments to the HVNL should be made that are similar in nature to those that apply to buses which require bus and coach operators to comply with guidelines made under the bus safety law<sup>1</sup>.

Accredited operators of NSW buses must:

1. develop maintain a safety management system<sup>2</sup>;
2. be able to prove that capital is available to ensure the maintenance of vehicles<sup>3</sup>;
3. have monitors recording:
  - lengths of time the vehicle is moving and stationary during a journey;
  - speeds at which the vehicle is driven;
  - distance the vehicle travels between stops; and
  - the time, date and place of starting and finishing a journey, drivers' details and vehicle identification<sup>4</sup>.

NSW bus industry sources tell ALC that these measures have led to improvements in the management of bus safety relative to other classes of heavy vehicles. As a result, safety compliance in NSW for passenger service vehicles improved compared to other heavy vehicles.<sup>5</sup>

This suggests that the ALC concept of a national operating standard, requiring operators to:

1. identify the entity operating a heavy vehicle(s) and the place(s) heavy vehicles are garaged with the National Heavy Vehicle Regulator (NHVR);
2. maintain a safety management system (SMS), meeting standards made by the NHVR;
3. prove to the satisfaction of the NHVR that a nominated amount of capital is available to the business to properly maintain the heavy vehicle(s); and
4. require the mandatory collection of data, through the use of equipment compatible with standards made under the National Telematics Framework

is an entirely appropriate inclusion into the HVNL.

These comparatively simple and affordable amendments to the national law, scaled appropriately and cost effectively to the size of the businesses, will set benchmark standards that lift safety and compliance.

**ENDS**

<sup>1</sup> Found at: <https://www.rms.nsw.gov.au/documents/business-industry/buses/boas-safety-management-system-guidelines.pdf>

<sup>2</sup> Section 9D of the *Passenger Transport Act 1990*

<sup>3</sup> Section 10 of the *Passenger Transport (General) Regulation 2017 (NSW)*

<sup>4</sup> NSW Government (2019) *Heavy Vehicle Driver Handbook*. 64

<sup>5</sup> <https://www.rms.nsw.gov.au/business-industry/buses/index.html>