

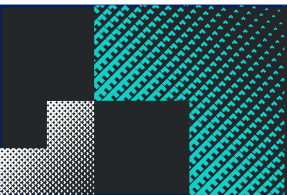
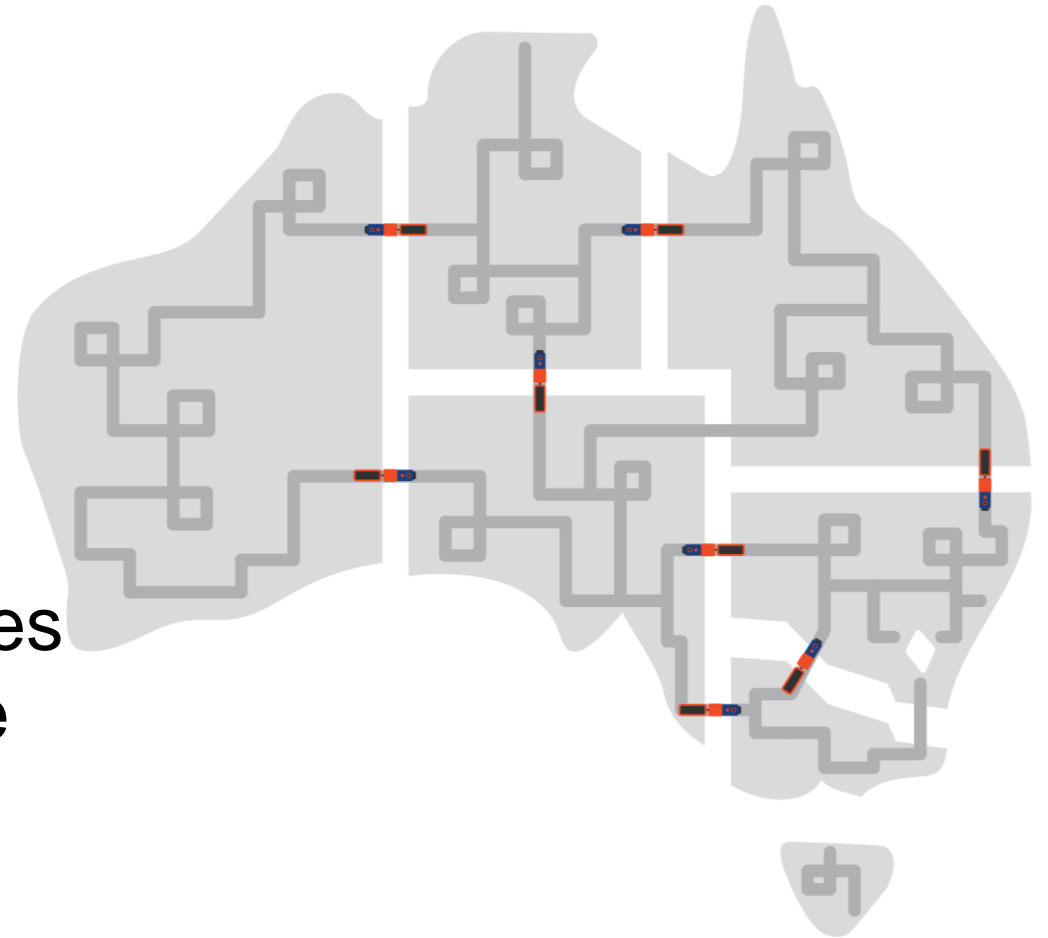
Part 3: Safe road use

Spotlight on Safety - May 2021

■ We lead national transport reform

The NTC is a national land transport reform agency.

We support all Australian governments to improve safety, productivity, environmental outcomes and regulatory efficiency across the land transport system.

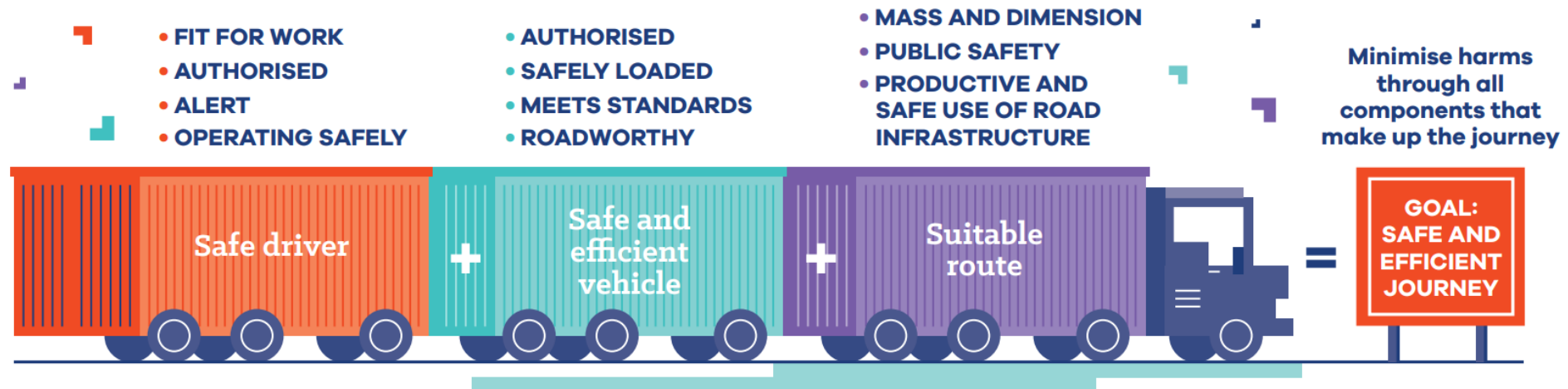


■ Safety: A focus of the future HVNL

The purpose of the HVNL can be described as supporting a safe and efficient heavy vehicle journey. This includes a safe driver, a safe and efficient vehicle, and a suitable route.

The future Heavy Vehicle National Law (HVNL) will:

- be a modern law that provides a flexible, risk-based regulatory framework to ensure the safe and efficient operation of heavy vehicles on Australian roads
- empower industry and government to take advantage of future innovation and technology opportunities
- improve safety and reduce costs to benefit the community, industry and governments.



■ Safety: Flexible fatigue management



- Simpler work and rest hours
- Simplified record keeping
- Recognise and encourage advanced safety technology
- Flexibility to manage diverse tasks and fatigue risk

■ Safety: Driver health management standard

HVNL Review

Fitness to work



RIS option 8.6. See also RIS option 8.8

Driver medical standard

Drawing from the same medical base as **Assessing Fitness to Drive**, a driver medical standard would apply a medical fitness monitoring regime in a manner similar to that applied in rail.

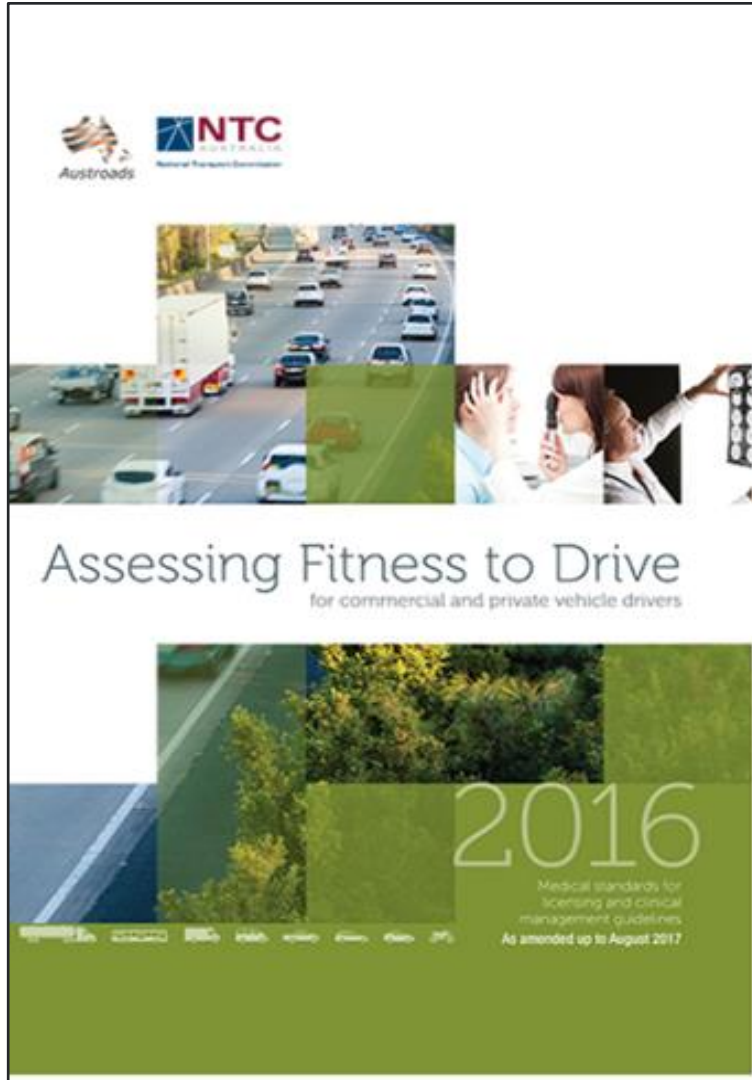
This would, at least initially, apply to drivers working for certified heavy vehicle operators and form part of their risk management approach.

A standard could specify:

- criteria and testing for periodic health assessments
- criteria and testing for triggered health assessments
- options to manage medical and health conditions of drivers to reduce risks.

- Driver health management standard proposed
- AFTD continues to operate independently to support private and commercial driver licensing decisions
- Driver health standards to build on AFTD, proactive screening for conditions

Safety: Updating driver medical standards



Assessing fitness to drive

- NTC and Austroads
- Private and commercial driver licencing
- Key issues raised: vision, cardiovascular and medical cannabis
- Public consultation open!

■ Safety: Decreasing distraction crash risk

2x crash
risk

when a driver
glances off the
forward roadway
for more than
2 seconds¹

Driver distraction
is a factor in

over
16%

of serious crashes
on Australian roads²

¹Klauer, SG, Dingus, TA, Neale, V.L., Sudweeks, JD, & Ramsey, DJ 2006

²Beanland, V, Fitzharris, M, Young, K & Lenné, MG 2013

■ Safety: Technology-neutral road rules

Sources of distraction



Device categories

1. Inbuilt and mounted
2. Wearable
3. Motorcycle helmets
4. Portables (non-mounted)

■ Safety: In-service automated vehicles

End-to-end regulation to support the safe, commercial deployment and operation of automated vehicles at all levels of automation.



■ Safety: A framework for micromobility



Personal Mobility Devices

- Rapid uptake, illegal use
- Conflict with other users
- Not recognised in ARRAs
- Policy framework ready

■ Safety: Transport of dangerous goods

ADG Code

- Review and maintain ADG Code
- UN alignment – every two years
- Guidance
- Response





Contact

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