



INTERNATIONAL ASSOCIATION OF DRILLING CONTRACTORS

AUSTRALASIAN CHAPTER
ABN 58 181 124 763

13th February 2018

IADC Rig Move / Logistics Sub Committee

NHVR IADC update

A meeting with the NHVR Executive Director Peter Caprioli on 14th December 2017 highlighted changes in the NHVR rig permit process.

NHVR Permitting Process

One of the most common issues that we have with permitting is that up until now it was only possible to permit one prime mover with one piece of the rig. Permits were limited to one truck one trailer.

Previously we have talked about permitting the rig not the truck, The NHVR are proposing that they will issue a permit for one piece of trailing equipment and nominate a number of trucks on the same permit effectively permitting the trailing equipment not the truck.

Applying for permits through the TMR (Transport Main Roads) will only allow one truck to be nominated on each individual permit.

Applying for permits through the NHVR will allow multiple group permitting.

Effectively what the NHVR are offering is to work with the IADC and the drilling industry to identify specific pieces of the rig that need permits and group them together with similar spec prime movers all on the same permit.

The NHVR would also like to work closely with the IADC in building a system that will streamline the permit system improving the services that they offer.

New Chain of Responsibility Laws

With the new laws expected to be introduced mid-2018, will be focusing on the supply chain for on road lawful behaviour, by introducing Risk Management and safety management systems into NHVL as a tool to reduce on and off road heavy vehicle incidents including fatalities. Our Rig Move industry has seen far too many fatalities and injuries over the last 12 to 18 months.

Other changes will be the introduction of vehicle maintenance to Chain of Responsibility (not to be confused with NHVAS Standards) this will now have mutual roles with WH&S Laws. To find out more information on CoR go to <https://www.nhvr.gov.au/safety-accreditation-compliance/chain-of-responsibility/changes-to-chain-of-responsibility> there are excellent tools to help organisations prepare for the new laws.



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New NTC Load Restraint Guide 2018

Also, in February 2018 the National Transport Commission has released the new Heavy Vehicle Load Restraint Guide, which now replaces the 2004 edition, in addition for the first time a Light Vehicle Load Restraint Guide is now available. Some key changes it formally acknowledges Chain of Responsibility in the guide publication, and Strengthens the recognition to Australian Dangerous Goods Code, along with new guide standards and principles for the safe way loads are restrained. To download the new Load Restraint Guide go to <http://www.ntc.gov.au/heavy-vehicles/safety/load-restraint-guide/>

New NTC Australian Dangerous Goods Code

The Australian Dangerous Goods Code has been updated the migration of Editions is taking effect on the dates listed on the table below please ensure you are aware of these changes which may affect your business or supply chain.

To obtain new ADG 7.5 go to <http://www.ntc.gov.au/heavy-vehicles/safety/australian-dangerous-goods-code/>

Applicable edition of the Code by date	Edition 7.4	Edition 7.5
From 1 January to 28 February 2017	Yes	
From 1 March 2017 to 28 February 2018	Yes	Yes
From 1 March 2018		Yes

New NHVL Driver Fatigue Management

In February 2018 NHVR introduced a new provision called Personal use of a Fatigue Regulated Vehicle, for those of you who operate or have sub-contractor fatigue regulated heavy vehicles, you should read and fully understand the changes – note it only applies to Standard Hours not BFM or AFM accredited drivers or organisations, to download go to <https://www.nhvr.gov.au/safety-accreditation-compliance/fatigue-management/personal-use-of-a-fatigue-regulated-heavy-vehicle>

Thomas Ingledew - Chairman

IADC-AC Rig Move/Logistics Committee