

## RMS NHVR Transition

The PSA/CPSU was heartened by the joint correspondence from RMS CEO Ken Kanofski and NHVR CEO Sal Petrocchio updating the staff on the transition of functions to the NHVR.

Despite previous indications, the RMS and NHVR are keeping the previous agreed 2020 timelines for the transition of staff.

The PSA/CPSU has since written to both CEOs seeking understanding of how this decision will affect the transition of functions to the NHVR. Members would already be aware that the RMS have embarked on a process to identify all of the functions that make up a part of heavy vehicle regulation, in order to have a complete understanding of functions that will/will not transition.

The PSA has been provided with a raft of information from its Freedom of Information requests on the RMS and TfNSW. This has highlighted the options available to the RMS and the NHVR for the transition of services, including the current and future risks associated with transition.

The PSA primary concern relates to the finalisation of agreement between the NSW Government and the NHVR on the functional model. The model itself will provide a complete understanding of what functions will be fulfilled by the NHVR and what will remain under the administration of the RMS. The PSA understands there are currently four differing models under consideration.

This effectively ties into the resources and staff numbers required to fulfil these functions. The

RMS and NHVR have stated the resourcing requires there to be no detriment in service provided to NSW road users and the heavy vehicle industry. However, the PSA/CPSU maintains the RMS and NHVR should never be an activity that involves the lowest common denominator of service compared to other jurisdictions. This involves a proper commitment to:

1. Recruit heavy vehicle inspectors in such numbers that account for the current workforce attrition. The PSA has provided evidence to the RMS of some 34 heavy vehicle inspector positions since 2014 that have been lost. That is nearly 1300 less hours per week for heavy vehicle inspections and interceptions despite the increase in the presence of heavy vehicles on NSW roads.
2. Recruit heavy vehicle inspectors that are mechanically trained and capable at identifying and addressing heavy vehicle safety deficiencies.
3. Resource Heavy Vehicle Programs. Minister Pavey has stated her Government wants more on-road interception as part of the compliance regime. It is therefore difficult to understand why new arterial roads and highways are being built without the facilities for heavy vehicle interceptions that are safe for the driver, the inspector and the NSW road using public.
4. Resource and maintain Safe-T-cams and other static safety devices.



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5. Align the heavy vehicle regulatory program and expenditure. Currently there is a \$4.5 million short-fall in the provision of service payments. Aligning operational expenses to current expenditure will ultimately see reduced services.
6. NSW being the standard for heavy vehicle regulation, that would require bringing other jurisdictions capabilities up considerably.
7. Addressing all of the business risks associated with the transition of functions.
8. A transition process that involves the least amount of disruption to the staff tasked with providing these vital functions.

The CaRS Division does the heavy lifting in heavy vehicle regulation for Australian road users and the PSA/CPSU maintain that these vital services should be resourced in a manner that provides for a realised reduction in the amount of heavy vehicle incidents. With the road toll ever increasing, there are some serious questions about how the current risk-based functional model is delivering these results.

