
Heavy Vehicle Safety and Productivity Program – Guidelines –

PART 1 – GENERAL

The Program Guidelines (the Guidelines) provide information on the administrative arrangements of the Heavy Vehicle Safety and Productivity Program (the Program). In brief, the Guidelines provide:

- program objectives and expected outcomes;
- administrative procedures including funding arrangements;
- matters to consider in project appraisal for approving funding; and
- approval, monitoring and reporting requirements.

The Guidelines assist the Department of Infrastructure, Transport, Regional Development and Local Government staff; officers of state and territory transport agencies; and other project proponents to comply with administrative arrangements and the AusLink Act.

1.1 Program Objectives and Outcomes

The Commonwealth aims to deliver improved safety and productivity outcomes for the heavy vehicle industry and community more generally through provision of \$70 million towards heavy vehicle safety and productivity projects over four years. Specific program objectives are to:

1. reduce the proportion of road accidents involving heavy vehicles by targeting heavy vehicle driver fatigue and speed; and
2. increase productivity by enhancing the capacity of existing roads.

To achieve these objectives, four categories of projects are eligible for consideration for funding including those that:

1. improve the provision of heavy vehicle rest areas on key interstate routes (**Rest Area Project**);
2. provide heavy vehicle parking/decoupling areas and facilities in outer urban/regional areas (**Parking/Decoupling Bay Project**);
3. trial technologies for monitoring driving hours and speed (**Technology Trial Project**), and;
4. enhance the capacity of roads (including bridges) to allow access by high productivity vehicles to more of the road network (**Road Enhancement Project**).

1.2 Definitions of terms used in the notes

The definitions set out in Section 4 of the AusLink Act apply to these notes. Other terms used in these notes are defined in Table 1.

Table 1: Definitions of terms used in the notes

Term	Definition
Audit	<i>Audit of Rest Areas Against National Guidelines</i> (Austroads 2008).
AusLink Act	<i>AusLink (National Land Transport) Act 2005</i>
Decoupling bays	The changeover of trailers etc. carrying goods etc. for the purpose of changing drivers (different trucks) or to meet specified weight limits for roads, bridges etc.
Major rest area	A rest area designed for long rest breaks, offering a range of facilities and separate parking areas for heavy and light vehicles where possible. It is designed to allow drivers to take rest and sleep breaks required under current driving hour legislation.
Minor rest area	A rest area designed for shorter rest breaks, and at a minimum should provide sufficient parking space for both heavy and light vehicles and include basic facilities, in particular shelter, tables and seating. While it is not anticipated that it will be used for long rest breaks/sleep opportunities, separate parking areas for heavy and light vehicles may be required at some locations.
NTC Guidelines	<i>National Guidelines for Provision of Rest Area Facilities</i> (National Transport Commission 2005)
Program	The Heavy Vehicle Safety and Productivity Program
Rest area	Designated sleeping/revival area for drivers.
State(s)	All, or any, Australian states, the Australian Capital Territory and the Northern Territory
Parking bays	An area to allow heavy vehicle drivers to conduct short, purpose-based stops including load checks, completing logbooks and addressing associated operational needs.

PART 2 – PROGRAM ARRANGEMENTS

2.1 Eligible Applicants

The Program will provide funds to state and territory road authorities only. These agencies will be responsible for managing projects and providing reports to the department.

2.2 Legislation

Rest Area Projects, Decoupling/Parking Bay Projects and Road Enhancement projects will be funded under the following parts of the AusLink Act:

- Part 3 – AusLink National Projects, if on the National Land Transport Network (the Network); and
- Part 6 – Strategic Regional Projects, if off the Network.

New Technology projects may be funded under Parts 3, 4 or 6 of the AusLink Act, depending on the project (Part 4 relates to AusLink Transport Development and Innovation Projects).

2.3 Request for Submissions

The Minister will seek submissions from State and Territory Governments and key industry associations to determine a package of projects to be funded by the Program.

The submissions should provide as much relevant project information as possible at the initial stage to assist in assessing the project. Key areas of consideration include:

- if ‘matched funding’ is available from states;
- if the project is an industry priority; and
- if the project is a state and territory priority; and
- the benefits of the project.

The Minister requested submissions in June 2008 for projects in 2008-09 and 2009-10. Subject to the availability of funds, a second round of proposals may be sought.

2.4 Project Assessment

To ensure effective and efficient use of Commonwealth funds, the following matters will be considered in assessing projects for funding:

Eligibility: Projects must meet one of the four categories of projects as outlined in section 1.1.

Key Considerations: Four main matters may be taken into consideration when evaluating initial submissions including the level of State or Territory funding contributions, the extent to which the proposal aligns with industry priorities, fits with jurisdictional priorities and the proposed project benefits.

2.4.1 Consideration – Matched Funding

The extent to which the State or Territory commits to match the Commonwealth’s funding contribution.

Partial funding or adjustments to proposals may be considered to account for funding available, distribution of funds between states and funding allocations to each project category.

2.4.2 Consideration – Industry Priorities

The extent to which projects align with industry submissions.

2.4.3 Consideration – State or Territory Priorities

The extent to which State and Territory Governments have identified the project as a top priority in their submission.

2.4.4 Consideration – Benefits

The extent to which projects demonstrate safety and productivity benefits for heavy vehicles. For instance, more rest areas will assist drivers comply with fatigue legislative requirements and reduce fatigue related heavy vehicle accidents. Quantitative indicators, such as crash statistics and traffic densities, should be identified where possible. Otherwise, descriptions of benefits and costs should be provided.

2.5 Project Approval and Funding

Project requirements and funding arrangements will be specified in the AusLink Act, the Notes on Administration and letters of offer. States will need to complete a detailed Project Proposal Report, as currently used for National Projects. This mechanism will allow the Minister to meet the approval requirements of the AusLink Act and through this Regulation 9 of the *Financial Management and Accountability Act 1997*. As stated in the AusLink Act, the project approval instruments will specify:

- the scope of the project;
- the maximum funding amount that the Commonwealth will contribute to the project;
- the eligible funding recipient to which the funding may be paid; and
- any additional requirements (such as matched funding).

The project approval instrument will confirm that a project is eligible for approval in accordance with section 10 (if a National Project), section 30 (if a Transport Development and Innovations Project) or section 54 (if a Strategic Regional Project) of the AusLink Act. For instance the project approval instrument will specify the maximum funding amount, and the letter of offer will indicate the amounts and requirements for instalments to be paid.

2.6 Project Variations

Funds are capped at the funding amount that appears in the project approval instrument and the relevant State or Territory Government will be responsible for the any remaining costs, including cost increases.

Where the final project cost to government is less than the amount(s) which the Australian Government, or in the case of a jointly funded project the Australian Government and State, has agreed to make available, the savings will be divided on a pro-rata basis and be available, as agreed between the parties, to another project or projects included in the Program.

Formal variation for a significant change in an approved project's scope must be sought by the State and authorised by the Minister, or delegate, with regard to the merits of the request for variation. A significant change includes additional works, omission of approved works

and changes to the original proposal and any such request to vary the approved scope must be accompanied by sufficient details explaining the reasons for the requested variation.

The Minister, or their delegate, has the power to vary any project approval instrument.

2.7 Project Reporting

Ongoing project progress reporting and annual audited financial statements will ensure terms and conditions of the grant are adhered to, and prevent unauthorised variations to the project. So far as it is practicable, reporting will be consistent with processes for the AusLink National program and be administered by the Department's information management system (APMS). Further details are provided in the relevant Notes of Administration.

2.8 Financial Payments

Consistent with the Notes of Administration, payments will be made to the state or territory government following receipt of satisfactory progress reports.