

SYSTEM PROCEDURE

**CHAIN OF RESPONSIBILITY
SPG-12**

CURRENT REVISION		
Revision:	Reason for Revisions:	Date of Revision
3	General document review; Add Section 8.5 CATCON Operated Heavy Vehicles	February 2024
Reviewed by:	J. Warneke (QSE Manager)	February 2024
Authorised by:	S. Moreau (Chief Operating Officer)	February 2024
Next Review Due:		February 2026

REVISION HISTORY				
Rev	Date	Reason for Revision	Reviewed By	Authorised By
0	Dec 16	Name change (previously SPS-20), general review	C. Patterson (PE)	S. Moreau (CEO)
1	May 20	General document review	J. Warneke (QSEM)	J. Warneke (QSEM)
2	Sep 22	General document review; Update Section 8.6	J. Warneke (QSEM)	J. Warneke (QSEM)
3	Feb 24	General document review; Add Section 8.5 CATCON Operated Heavy Vehicles	J. Warneke (QSEM)	S. Moreau (CEO)

CONTENTS

1.0	PURPOSE	4
2.0	OVERVIEW	4
3.0	SCOPE	4
4.0	REFERENCES	4
5.0	DEFINITIONS	5
6.0	ABBREVIATIONS	6
7.0	LEGISLATION OVERVIEW	7
7.1	Vehicle Standards.....	7
7.2	Classes of Heavy Vehicle	7
7.3	Heavy Vehicle Mass and Dimensions	7
7.3.1	<i>General Mass Limits</i>	7
7.3.2	<i>1-Tonne Tri-Axle Mass Transfer Allowances</i>	7
7.3.3	<i>Prescribed dimensions</i>	8
7.3.4	<i>Rear Overhang and Rear Overhang Line</i>	8
7.4	Loading and Restraining of Loads	9
7.5	Permits and Journey Planning	9
7.6	Verification of Driver Qualifications and Competency	10
7.7	Heavy Vehicles Registration and Insurances.....	10
7.8	Container Weight Declaration	10
7.8.1	<i>What information to include on a Container Weight Declaration?</i>	10
7.8.2	<i>When is a Container Weight Declaration required?</i>	11
7.9	Fatigue Management.....	11
7.9.1	<i>Work and Rest Requirements</i>	11
7.9.2	<i>Work Diaries</i>	12
7.9.3	<i>Record Keeping</i>	12
8.0	CATCON REQUIREMENTS	13
8.1	Transport Supplier Prequalification.....	13
8.2	Purchase Orders for Heavy Vehicle Transport	13
8.3	Transport Item Collection	14
8.4	Chain of Responsibility – Monitoring.....	14
8.5	CATCON Operated Heavy Vehicles	15
8.6	Chain of Responsibility Hazards and Incidents	15
8.7	Training.....	15
8.8	Breaches of the Chain of Responsibility	16
9.0	RESPONSIBILITIES	16
9.1	Under the Heavy Vehicle National Law.....	16
9.2	CATCON Process and Personnel	18
10.0	DOCUMENTATION	19
11.0	ATTACHMENTS	20
	ATTACHMENT A: General Mass Limits Fact Sheet.....	21
	ATTACHMENT B: 1-Tonne Tri-Axle Mass Transfer Allowances Fact Sheet	22
	ATTACHMENT C: National Heavy Vehicle Mass and Dimension Limits Fact Sheet	24
	ATTACHMENT D: Driver’s Licence Classes	29
	ATTACHMENT E: Standard Work and Rest Hour Requirements	31
	ATTACHMENT F: Basic Fatigue Management – Work and Rest Hour Requirements.....	32
	ATTACHMENT G: Advanced Fatigue Management.....	33

1.0 PURPOSE

The purpose of this procedure is to outline how CATCON will manage the chain of responsibility and the risks associated with the transport of goods via heavy vehicles.

2.0 OVERVIEW

If a business consigns, packs, loads or receives goods, they could be held legally liable for breaches of the *Heavy Vehicle National Law (HVNL)* even though they have no direct role in driving or operating a heavy vehicle. In addition, corporate entities, Directors, Partners and Managers are accountable for the actions of people under their control. This is the **chain of responsibility (COR)**.

The aim of COR is to make sure everyone in the supply chain shares equal responsibility for ensuring breaches of the HVNL do not occur. Under COR laws if a Company (or person) exercises (or have the capability of exercising) control or influence over any transport task, they are part of the supply chain and therefore have a responsibility to ensure the HVNL is complied with.

The law recognises that multiple parties may be responsible for offences committed by the Drivers and Operators of heavy vehicles. A person may be a party in the supply chain in more than one way. For example, they may have duties as the Employer, the Operator and the Consignor of goods.

On account of CATCON's activities in the transport of goods, CATCON and its Employees are a "reasonable person" under the HVNL (clause 5).

Legal liability applies to all parties for their actions or inactions.

3.0 SCOPE

This procedure applies to all personnel involved in the consignment, packing, loading and receipt of goods by CATCON using heavy vehicles.

4.0 REFERENCES

Heavy Vehicle National Law Act 2018

Heavy Vehicle National Law (South Australia) Act 2013

Heavy Vehicle (General) National Regulation 2018

Heavy Vehicle (Fatigue Management) National Regulation 2018

Heavy Vehicle (Vehicle Standards) National Regulation 2020

Heavy Vehicle (Mass, Dimension and Loading) National Regulation 2020

Road Traffic Act (South Australia) 1961

Load Restraint Guide 2018

Procedure SPG-02 Assessing Suppliers and Subcontractors

Procedure SPS-10 Accidents and Incidents

Procedure SPG-05 Nonconformance

Work Instruction WIG-14 Log Book Training and Verification of Competency

5.0 DEFINITIONS

Authorised Officer: a police officer of a participating jurisdiction or a person who holds office within a government transport or roads department are deemed authorised officers for the purposes of the HVNL.

Consignee: of goods,

(a) means a person who:

- (i) has consented to being, and is, named or otherwise identified as the intended consignee of the goods in the transport documentation relating to the road transport of the goods; or
- (ii) actually receives the goods after completion of their road transport; but

(b) does not include a person who merely unloads the goods

Consignor: Importer, freight Forwarder, Shipping Agent, etc.

Container weight declaration: A written declaration of the weight of a freight container and its contents

Fatigue-regulated heavy vehicle: is a heavy vehicle which is any of the following:

- (a) A motor vehicle with a GVM of more than 12 tonne;
- (b) A combination with a GVM of more than 12 tonne;
- (c) A fatigue-regulated bus; or
- (d) A truck, or a combination including a truck, that has a machine or implement attached to it:
 - if the GVM of the truck or combination with the attached machine or implement is more than 12 tonne; and
 - whether or not the truck or combination has been built or modified primarily to operate as a machine or implement off-road, on a road-related area, or on an area of road that is under construction.

Freight container: A re-usable container that is designed for the transport of goods by one or more modes of transport

Heavy vehicle:

- A vehicle with a GVM or ATM of more than 4.5 tonne; or
- A combination that includes a vehicle with a GVM or ATM of more than 4.5 tonne

Heavy Vehicle National Law (HVNL): Is a national scheme which facilitates and regulates the use of heavy vehicles on roads in a way that:

- promotes public safety;
- manages the impact of heavy vehicles on the environment, road infrastructure and public amenity;
- promotes industry productivity and efficiency in the road transport of goods and passengers by heavy vehicles; and encourages and promotes productive, efficient, innovative and safe business practices.

Party in the chain of responsibility: Under the NHVL, each party in the supply chain is obliged to ensure breaches of road transport law does not occur. A party may include any person who can influence or control the supply or transport chain, such as:

- (a) corporations, partnerships, unincorporated associations or other bodies corporate;
- (b) employers or company directors;
- (c) consignors / senders and consignees / receivers of the goods for transport;
- (d) exporters and importers;

- (e) primary producers;
- (f) drivers (including a bus driver or an owner driver);
- (g) prime contractors of drivers;
- (h) operators of a transport company;
- (i) schedulers of goods or passengers for transport, and schedulers or allocators of drivers;
- (j) loaders and unloaders of goods; or
- (k) loading managers (loading/unloading supervisors) or managers of the site/premises where this activity occurs.

Note that a person may be a party in the COR for a heavy vehicle in more than one (1) capacity.

Primary Duty: Amendments to the HVNL from 1 October 2018, make it clear that every party in the supply chain has a duty to ensure safe practices are undertaken and to install measures appropriate to CATCON circumstances to prevent breaches of HVNL. All parties in the Chain of Responsibility have an obligation to eliminate and minimise public risks by doing everything reasonable to ensure transport and supply chain activities are safe.

Transport documentation: CWD, SDS, consignment note, packing list, etc.

6.0 ABBREVIATIONS

1TMTA	1 Tonne Tri-Axle Mass Transfer Allowance
AFM	Advanced Fatigue Management
ATM	Aggregate Trailer Mass
BFM	Basic Fatigue Management
COO	Chief Operating Officer
COR	Chain of Responsibility
CWD	Container Weight Declaration(s)
GAV	General Access Vehicle
GML	General Mass Limits
GVM	Gross Vehicle Mass
HVNL	<i>Heavy Vehicle National Law</i>
NHVR	National Heavy Vehicle Regulator
NHVAS	National Heavy Vehicle Accreditation Scheme
PO	Purchase Order
RAV	Restricted Access Vehicle
TMP	Traffic Management Plan

7.0 LEGISLATION OVERVIEW

7.1 Vehicle Standards

Heavy vehicles are to be manufactured in accordance with the *Motor Vehicle Standards Act 1989*.

The operation, maintenance and modification (where applicable) of all heavy vehicles is to be in accordance with the *Heavy Vehicle (Vehicle Standards) National Regulation 2020*.

7.2 Classes of Heavy Vehicle

In relation to access to the road network, there are two (2) types of heavy vehicle:

1. General Access Vehicle (GAV): comply with mass and dimension requirements and do not require a notice or permit to operate on the road network.
2. Restricted Access Vehicle (RAV): includes vehicles that operate under a notice or permit and higher mass limits that can only generally access certain parts of the road network. RAV are classified as either one of the following classes:
 - Class 1: Special purpose, agricultural or oversize/over mass vehicles
 - Class 2: Freight-carrying vehicles (i.e. B-doubles, B-triples, road trains), buses, vehicle carriers, livestock vehicles, performance based standard (PBS) vehicles
 - Class 3: Vehicles which, together with their load, do not comply with prescribed mass or dimension requirements

7.3 Heavy Vehicle Mass and Dimensions

The prescribed mass and dimensions for heavy vehicles are set out under the *Heavy Vehicle (Mass, Dimension and Loading) National Regulations 2020*.

A heavy vehicle shall not be driven if it does not comply with the mass and dimension requirements applying to the heavy vehicle.

7.3.1 General Mass Limits

The general mass limits (GML) state the allowable mass for all types of heavy vehicle axle groups unless the vehicle is operating under an accreditation or an exemption under the HVNL.

Detailed information on axle mass limits and axle spacing has been summarised in a fact sheet developed by the National Heavy Vehicle Regulator (NHVR), *General Mass Limits* (published February 2016) (refer Attachment A) and can be downloaded from: <https://www.nhvr.gov.au/files/201602-0114-general-mass-limits.pdf>

Confirmation of the final loaded vehicle mass shall be the responsibility of the Driver and may be confirmed by either:

- Weighbridge;
- Vehicles 'Weigh-as-you-go' capabilities;
- Calculation (with a safety factor applied);
- Optimum loading chart; or
- Other means.

7.3.2 1-Tonne Tri-Axle Mass Transfer Allowances

The 1-Tonne Tri-Axle Mass Transfer Allowance (1TMTA) provides heavy vehicle Operators with flexibility in loading certain heavy vehicle combinations. The 1TMTA allows increased mass on tri-axle groups so that they may be loaded by up to 1 tonne above the normal tri-axle group 20 tonne GML provided any additional mass loaded onto each tri-axle group is offset onto other non-steer axle or axle groups.

Detailed information on the 1TMTA is available from a fact sheet developed by the NHVR, *1-Tone Tri-Axle Mass Transfer Allowance* (published September 2014) (refer Attachment B) and can be downloaded from: <https://www.nhvr.gov.au/files/201410-0177-1tmta-fact-sheet.pdf>

7.3.3 Prescribed dimensions

The information contained within the *Heavy Vehicle (Mass, Dimension and Loading) National Regulations 2020* has been summarised in a fact sheet developed by the NHVR, *National Heavy Vehicles Mass and Dimension Limits* (published July 2016) (refer Attachment C) and can be downloaded from: <https://www.nhvr.gov.au/files/201607-0116-mass-and-dimension-limits.pdf>

Requirement	Max Dimension	Excluding
Width	2.5m	<ul style="list-style-type: none"> ▪ Rear vision mirrors, signalling devices and side-mounted lamps and reflectors ▪ Anti-skid devices mounted on wheels, central tyre inflation systems, tyre pressure gauges ▪ Permanently fixed webbing-assembly-type devices, such as curtain-side devices, provided that the maximum distance measured across the body including any part of the devices does not exceed 2.55m
Height	4.3m	<ul style="list-style-type: none"> ▪ Vehicle built with at least 2 decks for carrying vehicles - 4.6m

Length requirements are as follows:

Vehicle Type	Description	Max Dimension
General Access Vehicles	Combination other than a B-double, road train or a car carrier	19m
	B-double	25m
	Road train	53.5m
	Bus other than an articulated bus	14.5m
	Another vehicle	12.5m
Trailers	On a semi-trailer or dog trailer the distance from the front articulation point to the rear overhang line	9.5m
	On a semi-trailer or dog trailer the distance from the front articulation point to the rear of the trailer	12.3m
	The maximum forward projection of a semi-trailer, or anything attached to a semi-trailer must not protrude beyond a 1.9m arc from the towing pivot pin (King pin).	1.9m
	The articulation point to the rear of a semitrailer may be up to 13.2m if the trailer has a distance of not more than 9.5m from the front articulation point to the rear overhang line, does not operate in a B-double or road train combination and otherwise complies dimensionally.	13.2m

7.3.4 Rear Overhang and Rear Overhang Line

The rear overhang of a vehicle is the distance between the rear of the vehicle and the rear overhang line of the vehicle.

- If a vehicle's rear axle group comprises of only one (1) axle, the rear overhang line is the centreline of that axle.
- If a vehicle's rear axle group comprises of two (2) axles, one (1) of which is fitted with twice the number of tyres as the other, the rear overhang line is located at one-third the distance between the two axles and is closer to the axle with the greater number of tyres.

- If a vehicle's rear axle group comprises of three (3) or more axles, the rear overhang line is the centreline of the axle group.

Vehicle Type	Rear Overhang Requirement
Rigid truck	The lesser of 3.7m or 60% of wheelbase
Semi-trailer and Dog trailer	The lesser of 3.7m or 60% of 'S' dimension
Pig trailer	The lesser of the length of the load-carrying area, forward of the rear overhang line or 3.7m

7.4 Loading and Restraining of Loads

Loads must be placed and restrained to prevent unsafe movement during all conditions of operation. The load restraint system must, therefore, satisfy the following requirements:

- the load should not become dislodged from the vehicle; and
- any load movement should be limited, such that in all cases where movement occurs, the vehicle's stability and weight distribution cannot be adversely affected and the load cannot become dislodged from the vehicle.

Loads that are permitted to move relative to the vehicle include loads that are effectively contained within the sides or enclosure of the vehicle body such as:

- loads which are restrained from moving horizontally (limited vertical movement is permissible);
- very lightweight objects or loose bulk loads (limited horizontal and vertical movement is permissible); or
- bulk liquids (limited liquid movement is permissible).

The *Load Restraint Guide 2018* (prepared by the National Transport Commission) provides transport Drivers, operators, and other participants in the transport COR with basic safety principles which should be followed for the safe carriage of loads on road vehicles.

A copy of the *Load Restraint Guide 2018* can be downloaded from:

<https://www.ntc.gov.au/sites/default/files/assets/files/Load-Restraint-Guide-2018.pdf>

Transport Suppliers contracted to transport over-dimensional or over mass loads on special vehicle permits are to submit method statements and engineered drawings detailing how goods are to be carried and restrained. These details are to be submitted for review and approval by CATCON as part of the initial Supplier assessment (using form GF-65 *Heavy Vehicle Transport Supplier Prequalification Checklist*).

Load restraints are to be checked by CATCON, either at the Warehouse or on site, during a compliance inspection (using form SF-57 *Site Inspection – Chain of Responsibility Compliance*).

A Safe Work Method Statements (SWMS) or similar is to be prepared, reviewed and accepted by all Transport Supplier and CATCON personnel involved in the loading and unloading of goods on heavy vehicles.

CATCON will prepare transport documentation and present to the Transport Driver.

7.5 Permits and Journey Planning

Heavy vehicle Operators are required to obtain a permit if journeys are going to involve conditions that are outside the usual restrictions. For example, a permit is required if a B-double truck needs to travel on roads outside the B-double network.

Permits are available for the following situations/vehicles:

- Class 1: Over Size Over Mass, Special Purpose vehicle, agricultural
- Class 2: B-double, Road Train

- Class 3: Tow Truck, Rigid Truck and Dog combinations, Commodity Scheme permits
- Higher Mass Limits permits

The permit application needs to be submitted together with a TMP or journey plan. The permit that is issued will, amongst other things, nominate the approved journey route.

The Transport Supplier should demonstrate to CATCON that all necessary permits have been obtained and provide a TMP outlining all identified pinch points (risks) along the route.

CATCON may impose further conditions or restrictions on the journey. For example, there may be restrictions on what local roads can be used for access to projects or there may be times during the day when deliveries are not allowed. The Project Manager shall advise Purchasing of these restrictions so they can be communicated to Transport Suppliers when the Purchase Order is issued. These requirements should be included in the *Heavy Vehicle Transport Checklist* when the load is despatched.

7.6 Verification of Driver Qualifications and Competency

All Drivers are to have the appropriate licenses and qualifications/competencies to operate heavy vehicles. Driver’s licence classes required to operate heavy vehicles include:

- **C** Car
- **LR** Light Rigid
- **MR** Medium Rigid
- **HR** Heavy Rigid
- **HC** Heavy Combination
- **MC** Multi Combination

Refer to Attachment D *Driver’s Licence Classes* for further information on classes of Driver’s licences.

Driver qualifications are to be confirmed either during the Supplier Prequalification process (using the *Heavy Vehicle Transport Supplier Prequalification Checklist*) or by CATCON during a COR compliance inspection on site (using the *Site Inspection – Chain of Responsibility Compliance*).

Verification of CATCON personnel who hold heavy vehicle licenses and training shall be completed in accordance with Work Instruction WIG-14 *Log Book Training and Verification of Competency*.

7.7 Heavy Vehicles Registration and Insurances

All heavy vehicles are to have appropriate registration and insurances in accordance with the *Road Traffic Act (South Australia) 2013*, or other relevant State or Territory *Road Traffic Act*.

Vehicle registration and insurance details shall be confirmed by the Supplier during the initial supplier assessment (using the *Heavy Vehicle Transport Supplier Prequalification Checklist*).

7.8 Container Weight Declaration

A Container Weight Declaration (CWD) is a written declaration of the weight of a freight container and its contents. It may be either in hard copy or electronic form, or a placard attached to the freight container. It may consist of one (1) or more documents in different formats (i.e. a sheet of paper, an email or a detailed packing list) and must be able to be produced in its entirety, to an Authorised Officer, upon request.

7.8.1 What information to include on a Container Weight Declaration?

The CATCON *Container Weight Declaration* (Form SF-55) includes the following information:

Doc No: SPG-12	Rev: 3	Rev Date: Feb 24	Review Due: Feb 26	Authorised by: CEO	Page 10 of 33
https://catconau-my.sharepoint.com/personal/breth_catcon_com_au/Documents/Desktop/Web			Docs/SPG-12	Chain	of
Responsibility.docx					

- Weight of the container including its contents (the mass may be estimated, however subject to the reasonable steps defence, the Company (or person) may be liable if the estimation is incorrect);
- Container number and other details necessary to identify the container;
- Business name and address in Australia of the responsible entity for the freight container; and
- Date of declaration.

7.8.2 **When is a Container Weight Declaration required?**

A complying CWD is required when transporting a consigned freight container on a road using a heavy vehicle, regardless if the freight container is empty or loaded.

A complying CWD is not required for a freight container that has been modified so it is no longer fit for use in multi-modal transport or its primary use would no longer be for the transport of freight (i.e. modified for use as a storage shed, portable office, portable plant equipment, etc.).

A party in the COR may be liable if the CWD is inaccurate, false or misleading.

7.9 **Fatigue Management**

Driver fatigue or drowsy driving is a safety hazard for the road transport industry. The main causes of fatigue are not enough sleep, driving at night (when you should be asleep) and working or being awake for a long time.

National heavy vehicle Driver fatigue laws apply to fatigue-regulated heavy vehicles, which is a vehicle or combination with a GVM of over 12 tonnes (refer to definition above).

Each person in the COR must take **all reasonable steps** to ensure that the Driver of a fatigue-regulated heavy vehicle:

- does not drive on a road while impaired by fatigue or breach road transport laws relating to fatigue.
- can perform his or her duties without breaching road transport laws.

A Driver must not drive a fatigue-regulated heavy vehicle on a road while impaired by fatigue. Drivers may be impaired by fatigue even when complying with work and rest limits.

Refer to procedure SPS-17 *Fatigue* for additional information relating to fatigue management.

7.9.1 **Work and Rest Requirements**

In addition to the general duty to not drive a fatigue-regulated heavy vehicle on a road while fatigued, Drivers must comply with certain maximum work and minimum rest limits.

Parties in the supply chain have to take all reasonable steps to prevent the Drivers from exceeding these limits. This is similar to occupational health and safety laws and means that Drivers must be allowed to stop if they are at risk of exceeding the limits and make alternative arrangements.

The HVNL sets three work and rest options:

1. Standard Hours:

Standard hours are the work and rest hours allowed in the HVNL for all Drivers who are not operating under National Heavy Vehicle Accreditation Scheme (NHVAS) accreditation or an exemption. They are the maximum amount of work and minimum amount of rest possible that can be performed safely without additional safety countermeasures.

Refer Attachment E: *Standard Work and Rest Hour Requirements*

2. Basic Fatigue Management:

Those operating under NHVAS with Basic Fatigue Management (BFM) accreditation can operate under more flexible work and rest hours, allowing for (among other things) work of

up to 14 hours in a 24-hour period. BFM gives operators a greater say in when Drivers can work and rest, as long as the risks of Driver fatigue are properly managed.

Refer Attachment F: *BFM Work and Rest Hour Requirements*

3. Advanced Fatigue Management:

Those operating under NHVAS with Advanced Fatigue Management (AFM) accreditation adopt a genuine risk management approach to managing heavy vehicle Driver fatigue. Rather than prescribing work and rest hours, AFM offers more flexibility than standard hours or BFM in return for the operator demonstrating greater accountability for managing their Drivers' fatigue risks.

Refer Attachment G: *Advanced Fatigue Management*

7.9.2 Work Diaries

All Drivers of fatigue-regulated heavy vehicles who drive more than 100km from their home base or operate under BFM or AFM must complete a work diary to record their work and rest times on a daily basis unless they have a work diary exemption (either through a notice or permit). A work diary is evidence that a Driver's work and rest hours are compliant with the law and that their fatigue is being managed.

Drivers are not allowed to drive or work more than the maximum work hours or rest less than the minimum rest hours in a certain period set out by law.

Work time and rest time must be counted in a certain way. Understanding the rules for counting time will help Drivers manage work and rest times and assist other responsible parties in the supply chain comply with their duties to manage work and rest time and prevent Driver fatigue.

Drivers who travel up to 100km or less from their base do not have to complete a work diary but are still required to record work and rest information and provide this to their record keeper (for example, form SF-91 NVHL – *Local Area Record*).

7.9.3 Record Keeping

Record keepers for Drivers of fatigue-regulated heavy vehicles have very specific obligations under the HVNL designed to ensure that Driver's activities are able to be monitored to assist Drivers in the execution of their obligations to manage Driver fatigue and help parties in the COR (e.g. schedulers) to meet their requirements.

A Record Keeper may be the:

- Employer, if the Driver is employed;
- Accredited Operator, if the Driver is working under BFM or AFM accreditation; or
- Driver (as a self-employed or owner Driver).

For each Driver the record keeper must keep:

- the Driver's name, licence number and contact details;
- the dates fatigue-regulated heavy vehicles were driven;
- the registration number of the vehicle(s) driven;
- the total of each Driver's work and rest times for each day and each week;
- copies of duplicate work diary daily sheets (if applicable);
- Driver's rosters and trip schedules (including changeovers);
- Driver timesheets and pay records; and
- any other information as required as a condition of an accreditation or exemption (such as Driver training and health assessments).

Drivers must provide their Record Keeper with their relevant work and rest hours totals and any other relevant vehicle information the Record Keeper may not reasonably have access to (registration numbers, dates the Driver worked, etc.).

The record location is determined by the Record Keeper and notified to the Driver. The record location is usually the Driver’s base.

All records must be:

- kept for three (3) years after they are created;
- kept at a location accessible to an authorised officer for audit or investigation purposes; and
- in a format that is readable and reasonably assumed it will be readable in at least three years from the date of its creation.

8.0 CATCON REQUIREMENTS

8.1 Transport Supplier Prequalification

Transport Suppliers used by CATCON to transport goods via heavy vehicles will be required to complete the *Heavy Vehicle Transport Supplier Prequalification Checklist* to demonstrate that they are compliant under the HVNL and the requirements of this procedure. This is in addition to the completion of the *Supplier Assessment* (form GF-09), which is required to assess a Supplier’s ability to supply goods and services to CATCON specified requirements and terms and conditions.

The *Heavy Vehicle Transport Supplier Prequalification Checklist* will enable CATCON to ensure that the Transport Supplier’s internal systems, with regards to the following, are in place, current and implemented:

- Vehicle standards and maintenance
- Fatigue management
- Verification of Driver qualifications
- Method statements for restraining of loads, assessment of loads and loading and unloading of loads
- Record keeping (i.e. maintenance logs, work diaries, CWD, etc.)

A review of the completed *Heavy Vehicle Transport Supplier Prequalification Checklist* will be completed by the Project Manager or Plant prior to final approval of the Transport Supplier by the Project Manager/Chief Operating Officer (COO).

An audit of the Transport Supplier’s systems may be completed from time to time by the Quality, Safety and Environmental (QSE) Manager or Health, Safety and Environmental (HSE) Advisor.

8.2 Purchase Orders for Heavy Vehicle Transport

Purchasing is to confirm that a Transport Supplier has prequalified for the transport of heavy goods prior to the issue of any purchase orders (PO).

In addition to the standard information included on a PO, the PO for the transport of goods via heavy vehicle shall include the following details:

- Type of load (i.e. Container, plant, concrete, etc.);
- Mass of load (in kg);
- Approximate dimensions of the load;
- Description of the goods to be transported (i.e. 30T Excavator);
- Instructions for receipt and delivery of load (i.e. location/address, contact numbers, site specific requirements, if CATCON will assist with loading/unloading, etc.); and
- Whether or not a CWD is required (if required, issue form SF-55 *Container Weight Declaration* with the PO).

Each PO shall include the following standard clauses:

Doc No: SPG-12	Rev: 3	Rev Date: Feb 24	Review Due: Feb 26	Authorised by: CEO	Page 13 of 33
https://catconau-my.sharepoint.com/personal/breth_catcon_com_au/Documents/Desktop/Web			Docs/SPG-12	Chain	of
Responsibility.docx					

- “This work must be performed in compliance with all applicable legislation, including the National Heavy Vehicle Law.”
- “All loads transported via heavy vehicle may be subjected to a Chain of Responsibility compliance inspection, either at the dispatch or delivery location”.

A copy of the PO (and any attachments) is to be emailed to the Purchaser.

Where practical the Project Manager or Plant Coordinator will provide the mass of the plant or container (*Container Weight Declaration*) to Purchasing so it can be supplied to the Transport Supplier as part of the PO documentation.

8.3 Transport Item Collection

The Project should ensure that items planned for transport are ready for collection at the appropriate time. Any potential delays should be communicated to the Transport Supplier as soon as practical.

Load restraints are to be checked by CATCON (or Authorised Representatives), before any transport activity commences. Whether this occurs at the either at the Warehouse, port, laydown/storage yard or on site, a compliance inspection (using form SF-57 *Site Inspection – Chain of Responsibility Compliance*) must be conducted by an appropriate CATCON Employee or delegate.

CATCON Work Instructions and Safe Work Method Statements (SWMS) will be applicable for preparing, packing, securing and weighing of all CATCON project containers.

All Transport Documentation will be prepared and reviewed and made available in advance for presentation to the Transport Supplier prior to collecting and loading of items.

CATCON personnel involved in the loading and unloading of goods into containers are active participants in the COR for transport on heavy vehicles.

The Transport Supplier should demonstrate to CATCON that all necessary permits have been obtained and provided a TMP outlining all identified pinch points (risks) along the route.

8.4 Chain of Responsibility – Monitoring

The Site Manager/HSE Advisor are to complete random compliance inspections of Heavy Vehicle Transporters using form SF-57 *Site Inspection – Chain of Responsibility Compliance*.

The frequency of inspections is to be determined on a project by project basis, but should be in the order of approximately 5% of all heavy vehicle loads and include at least one (1) inspection per Transport Supplier.

The inspection will cover items including:

- Transport Company details;
- Load details (i.e. vehicle type, description of the load, if the load is being dispatched or received);
- Driver details (i.e. current licence, fit for work)
- Load details (i.e. CWD needed);
- Loading and unloading (i.e. review of SWMS, check that the load is restrained appropriately);
- Permits and journey plan; and
- Fatigue management (i.e. Driver accreditation, work diary, journey plan).

Any items that require actioning are to be entered onto the project *QSE Improvement Register* (form SF-48) for tracking and closeout. Correspondence is to be sent to the Transport Supplier to action any issues raised resulting from the inspection, with a deadline for compliance.

8.5 CATCON Operated Heavy Vehicles

CATCON does not typically operate heavy vehicles that drive more than 100km from their base. All of the requirements of the HVNL must be complied with.

CATCON may operate heavy vehicles that drive less than 100km from their base. Water Carts that are registered to travel on public roads is an example of a vehicle that is required to comply with the HVNL.

Daily Plant Inspections (form SF-25) and a diary of work and rest hours (form SF-91 *HVNL – Local Area Record*) shall be completed by the Driver.

The work/rest arrangements for Operators of HVNL must align with the table below. This is applicable no matter how far from the base the heavy vehicle operates.

Time	Work	Rest
In any period of...	A driver must not work for more than a maximum of...	And must have the rest of that period off work with at least a minimum rest break of...
5.5 hours	5.25 hours work time	15 continuous minutes rest time
8 hours	7.5 hours work time	30 minutes rest time in blocks of 15 continuous minutes
11 hours	10 hours work time	60 minutes rest time in blocks of 15 continuous minutes
24 hours	12 hours work time	7 continuous hours stationary rest time*
7 days	72 hours work time	24 continuous hours stationary rest time
14 days	144 hours work time	2 x night rest breaks# and 2 x night rest breaks taken on consecutive day

* *Stationary rest time is the time a Driver spends out of a heavy vehicle or in an approved sleeper berth of a stationary heavy vehicle.*

Night rest breaks are 7 continuous hours stationary rest time taken between the hours of 10pm on a day and 8am on the next day (using the time zone of the base of the Driver) or a 24 continuous hours stationary rest break.

8.6 Chain of Responsibility Hazards and Incidents

A *Hazard and Incident Report* (form SF-08) shall be completed for any COR related hazards or incidents that may occur. The reporting and investigation of hazards and incidents along with the determination of any corrective actions shall be completed in accordance with procedure SPS-10 *Accidents and Incidents*.

8.7 Training

CATCON personnel who are involved in heavy transport will be trained according to the needs analysis below:

	Chain of Responsibility	Fatigue Management (Internal)	Load Restraint	This Procedure (SPG-12)
Project Manager	Yes	Yes		Yes
Site Manager	Yes	Yes		Yes
Project/Site Engineer	Yes	Yes		Yes

	Chain of Responsibility	Fatigue Management (Internal)	Load Restraint	This Procedure (SPG-12)
Supervisor	Yes	Yes	Yes	Yes
Plant Coordinator	Yes	Yes	Yes	Yes
Warehouse Personnel/Site Store Personnel	Yes	Yes	Yes	Yes
Purchasing Officer				Yes

8.8 Breaches of the Chain of Responsibility

Breaches of the COR shall be reported and investigated in accordance with the CATCON's *Non-conformity* procedure (SPG-05). A *Nonconformity Report* (form GF-12) shall be completed for such breaches as, but not limited to:

- Inaccurate reporting of vehicle mass and/or dimension;
- Unsafe loading, restraining or unloading of loads;
- Non-compliance with fatigue management requirements;
- False or misleading records; or
- Lack of records.

Proposed remedial and corrective actions will be identified and with actions implemented and completed by nominated parties within a specified timeframe.

Note that penalties may apply in accordance with the HVNL for breaches of COR requirements.

9.0 RESPONSIBILITIES

9.1 Under the Heavy Vehicle National Law

Under the HVNL everyone in the supply chain has an obligation to ensure breaches of road transport laws do not occur. Duty holders need to make sure that their action or inaction does not contribute to or encourage breaches of the HVNL. If a party's actions, inactions or demands cause or contribute to an offence, they can be held legally accountable.

Put simply: influence = responsibility = legal liability.

Position	Responsibilities
Transport Supplier Operator/Manager/Scheduler	<ul style="list-style-type: none"> ▪ Rosters and schedules, so Drivers do not exceed driving hours' regulations or speed limits; ▪ You keep records of your Drivers' activities, including work and rest times; ▪ You take all reasonable steps to ensure Drivers do not work while impaired by fatigue or drive in breach of their work or rest options; ▪ Make sure your Drivers are medically fit to drive; ▪ Vehicles are roadworthy and regularly maintained and if speed limiters are fitted they are functioning properly; ▪ Vehicles are not loaded in a way which exceeds mass or dimension limits; ▪ Drivers moving freight containers have a valid CWD before commencing the journey; ▪ Provide a complying CWD to another carrier before the container is received, if another carrier transports the container further; ▪ Loads are appropriately restrained with appropriate restraint equipment; and ▪ Keeps full and accurate records as required by law.
Consignor (Dispatcher of Goods)/Consignee (Receiver of Goods)	<ul style="list-style-type: none"> ▪ Loads do not exceed vehicle mass or dimension limits; ▪ Goods carried on your behalf are able to be appropriately secured; ▪ Must prepare a complying CWD and provide a copy for the Operator/Driver before carrying freight containers; ▪ Must not encourage or reward a breach of mass, dimension or load restraint requirements; and ▪ The delivery requirements do not require or encourage Drivers to: <ul style="list-style-type: none"> ○ exceed the speed limits; ○ exceed regulated driving hours; ○ fail to meet the minimum rest requirements; and ○ drive while impaired by fatigue
Loading Managers, Loaders and Packers	<p>Must ensure that loading a fatigue-regulated heavy vehicle will not cause or contribute to the Driver driving while impaired by fatigue or in contravention of road transport laws.</p>
Loading Manager	<ul style="list-style-type: none"> ▪ Working with other off-road parties to make reasonable arrangements to manage loading/unloading time slots; ▪ Ensuring vehicles are loaded/unloaded as quickly and efficiently as possible; and ▪ Putting systems in place for unexpected jobs (i.e. where there has been unexpected road delays).
Loader	<ul style="list-style-type: none"> ▪ Does not exceed vehicle mass or dimension limits; ▪ Does not cause the vehicle to exceed mass limits; ▪ Is placed in a way so it does not become unstable, move or fall off the vehicle; and ▪ Provide reliable weight information that allows Drivers to comply with the law.
Packer	<ul style="list-style-type: none"> ▪ Documentation about the vehicle's load is not false or misleading; and ▪ Any goods packed in a freight container do not cause the container's gross weight or safety approval rating to be exceeded.

Position	Responsibilities
Driver	<ul style="list-style-type: none"> ▪ Comply with relevant fatigue management work and rest laws and procedures to implement them; ▪ Make sure you make the most of your rest breaks by sleeping in dark, quiet and comfortable places; ▪ Respond to changes in circumstances (such as delays) and report these to your base (if possible) to implement short-term fatigue management measures; ▪ Ensure your vehicle does not exceed mass or dimension limits; ▪ Ensure your load is appropriately restrained; ▪ Ensure that you have a complying CWD for the freight container they intend to transport prior to commencing the journey; and ▪ Keep a copy of the CWD in or about the vehicle at all times, whilst on the road.

Examples of the above position of Load Manager, Loader and Packer, held by CATCON personnel include:

- Loading Manager: Plant Coordinator, Project Manager, Site Manager, Concrete Batch Plant Manager, Quarry Manager
- Loader: Supervisor, Labourer, Front End Loader/Excavator Operator
- Packer: Workshop Manager, Labourer

9.2 CATCON Process and Personnel

Position	Responsibility
Purchaser	<ul style="list-style-type: none"> ▪ Confirm that that GVM is over 4.5 tonne in mass
Purchasing	<ul style="list-style-type: none"> ▪ Issue Transport Supplier <i>Heavy Vehicle Transport Supplier Prequalification Checklist</i> for completion by Transport Supplier ▪ Ensure all relevant information regarding the load are included on the PO ▪ Email copy of PO (with any attachments) to the Purchaser
Transport Supplier	<ul style="list-style-type: none"> ▪ Complete <i>Heavy Vehicle Transport Supplier Prequalification Checklist</i> as part of the Supplier assessment process ▪ Submit SWMS for loading/unloading ▪ Submit SWMS for load restraint and assessment of loads ▪ Obtain permit, where required
Project Manager	<ul style="list-style-type: none"> ▪ Review completed <i>Heavy Vehicle Transport Supplier Prequalification Checklist</i> ▪ Approve/reject Transport Supplier for use ▪ Review SWMS submitted by Transport Supplier
Plant Coordinator	<ul style="list-style-type: none"> ▪ Review completed <i>Heavy Vehicle Transport Supplier Prequalification Checklist</i> (where required, i.e. if the Transport Supplier has not been previously used and is not project specific)

Position	Responsibility
Consignor (Dispatcher of Goods) (could be Site Manager, Supervisor, HSE Advisor, Project Engineer, Plant)	<ul style="list-style-type: none"> ▪ Confirm that CWD is complete and complying ▪ Visual inspection of the following with any concerns raised with the Driver and/or Transport Supplier: <ul style="list-style-type: none"> ○ Load placement and restraints ○ Vehicle ○ Driver ▪ Monitor loading practices ▪ Provide a secure and safe location for the loading of goods ▪ Communicate early any potential delays in agreed transport schedule
Consignee (Receiver of Goods)	<ul style="list-style-type: none"> ▪ Visual inspection of the following with any concerns raised with the Driver and/or Transport Supplier: <ul style="list-style-type: none"> ○ Load placement and restraints ○ Vehicle ○ Driver ▪ Monitor unloading practices ▪ Provide a secure and safe location for the unloading of goods
Chief Operating Officer	<ul style="list-style-type: none"> ▪ Review completed <i>Heavy Vehicle Transport Supplier Prequalification Checklist</i> ▪ Approve/reject Transport Supplier for use
QSE Manager	<ul style="list-style-type: none"> ▪ Audit Transport Supplier internal systems and procedures from time to time
Training Manager	<ul style="list-style-type: none"> ▪ Access the training needs for CATCON personnel ▪ Arrange external or internal training as required
Site Manager/ Supervisor/HSE Advisor	<ul style="list-style-type: none"> ▪ Complete compliance inspections using <i>Site Inspection – Chain of Responsibility Compliance</i> form ▪ Ensure that all action items raised during the compliance inspections are tracked and closed out

10.0 DOCUMENTATION

Form GF-12	<i>Nonconformity Report</i>
Form GF-65	<i>Heavy Vehicle Transport Supplier Prequalification Checklist</i>
Form SF-08	<i>Hazard and Incident Report</i>
Form SF-25	<i>Daily Plant Inspection</i>
Form SF-48	<i>QSE Improvement Register</i>
Form SF-55	<i>Container Weight Declaration</i>
Form SF-57	<i>Site Inspection – Chain of Responsibility Compliance</i>
Form SF-91	<i>HVNL – Local Area Record</i>

11.0 ATTACHMENTS

Attachment A	<i>General Mass Limits Fact Sheet</i>
Attachment B	<i>1-Tonne Tri-Axle Mass Transfer Allowance Fact Sheet</i>
Attachment C	<i>National Heavy Vehicles Mass and Dimension Limits Fact Sheet</i>
Attachment D	<i>Driver’s Licence Classes</i>
Attachment E	<i>Standard Work and Rest Hour Requirements</i>
Attachment F	<i>Basic Fatigue Management – Work and Rest Hour Requirements</i>
Attachment G	<i>Advanced Fatigue Management</i>

ATTACHMENT A: General Mass Limits Fact Sheet



General Mass Limits (GML)

What is CML?

General Mass Limits (GML) apply to all heavy vehicles. The GML state the allowable mass for all types of heavy vehicle axle groups unless the vehicle is operating under an accreditation or an exemption under the Heavy Vehicle National Law (HVNL).

▼ The table below describes the axle mass limits.

Note: All axles in an axle group must be load sharing (except for non-load sharing twin steer axle groups).

Table 1.0
Axle mass limits

Description of single axle or axle group	Mass limit (t)
Single axles and single axle groups	
Steer axles on -	
a. a complying bus	6.5
aa. a complying steer axle vehicle	6.5
b. a hauling unit or prime mover forming part of a road train fitted with tyres with section widths of -	
i. at least 295mm	6.5
ii. at least 375mm	6.7
c. another motor vehicle	6.0
Single axle or single axle group fitted with single tyres with section widths of -	
a. less than 375mm	6.0
b. at least 375mm but less than 450mm	6.7
c. at least 450mm	7.0
Single axle or single axle group fitted with dual tyres on -	
a. a pig trailer	8.5
b. a complying bus, or a bus authorised to carry standing passengers under an Australian road law	10
c. an ultra-low floor bus with no axle groups and only 2 single axles	11
d. another vehicle	9.0

Description of single axle or axle group	Mass limit (t)
Tandem axle group	
Tandem axle group fitted with single tyres with section widths of -	
a. less than 375mm	11
b. at least 375mm but less than 450mm	13.3
c. at least 450mm	14
Tandem axle group fitted with single tyres on 1 axle and dual tyres on the other axle on -	
a. a complying bus	14
b. another motor vehicle	13
Tandem axle group fitted with dual tyres on -	
a. a pig trailer	15
b. another vehicle	16.5
Twinsteer axle groups	
Twinsteer axle group without a load-sharing suspension system	10
Twinsteer axle group with a load-sharing suspension system	11
Tri-axle groups	
Tri-axle group on a vehicle fitted with -	
a. single tyres with section widths of less than 375mm on all axles	15
b. single tyres with section widths of less than 375mm on some axles and dual tyres on the other axles	
Tri-axle group on a pig trailer fitted with -	
a. single tyres with section widths of at least 375mm on all axles	18
b. dual tyres on all axles	
c. single tyres with section widths of at least 375mm on some axles and dual tyres on the other axles	20
Tri-axle group on a vehicle other than a pig trailer fitted with -	
a. single tyres with section widths of at least 375mm on all axles	20
b. dual tyres on all axles	
c. single tyres with section widths of at least 375mm on some axles and dual tyres on the other axles	

General Mass Limits

Description of single axle or axle group	Mass Limit (t)
Quad axle groups	
Quad-axle group fitted with single tyres with section widths of less than 375mm	15
Quad-axle group fitted with single tyres with section widths of at least 375mm or dual tyres	20

What documents must be carried in the vehicle?

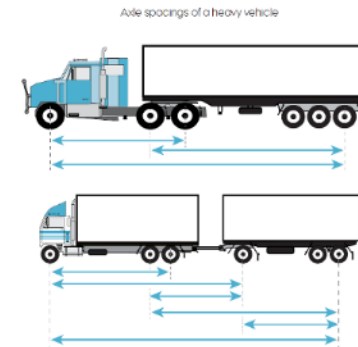
No particular documents are required to be carried in the vehicle specific to GML.

However, if a vehicle combination requires a notice or permit to allow access to the road network, this permit or notice may be required to be carried in the vehicle.

Mass limits axle spacing

Conforming vehicles must have at least the minimum axle group spacing. The below diagram shows the measurement points to determine mass limits axle spacing of a heavy vehicle, including the:

- distance from the centre-line of single axle to the centre-line of another single axle;
- distance from the centre-line of single axle to the centre-line of the furthest axle in any axle group
- greatest distance between the centre-line of axles in any 2 axle groups.



For the mass limits please refer to Table 2-Axle Spacing Mass Limits General Table in the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation 2013*, Schedule 1 Part 2 at <https://www.nhvr.gov.au>

In addition, the loaded mass of a vehicle must not exceed the manufacturer's rating, in particular the Gross Vehicle Mass (GVM) for a rigid vehicle or the Gross Combination Mass (GCM) for combinations or Aggregate Trailer Mass (ATM) for trailers. Also the manufacturers mass rating on any component such as a tyre, wheel or axle must not be exceeded.

© 2016 National Heavy Vehicle Regulator (2016). Please note: While every effort has been made to ensure the accuracy of the content of this fact sheet, it should not be relied upon as legal advice.

How is compliance with CML monitored?

State and territory police and authorised officers monitor compliance with the HVNL.

About the NHVR

The National Heavy Vehicle Regulator (NHVR) is Australia's dedicated independent regulator for heavy vehicles over 4.5 tonnes gross vehicle mass.

The NHVR was created to administer one set of rules for heavy vehicles under the Heavy Vehicle National Law (HVNL), improve safety and productivity, minimise the compliance burden on the heavy vehicle transport industry and reduce duplication and inconsistencies across state and territory borders.

For more information

subscribe www.nhvr.gov.au/subscribe

visit www.nhvr.gov.au

email info@nhvr.gov.au

fax 07 3309 8777

post PO Box 492, Fortitude Valley Q 4006

tel 1300 MYNHVR* (1300 696 487)

*Standard 1300 call charges apply. Please check with your phone provider.

201602-0114

ATTACHMENT B: 1-Tonne Tri-Axle Mass Transfer Allowances Fact Sheet



1. What is the 1-Tonne Tri-Axle Mass Transfer Allowance (1TMTA)?

The 1TMTA provides heavy vehicle operators with flexibility in loading certain heavy vehicle combinations.

The 1TMTA allows increased mass on tri-axle groups so that they may be loaded by up to 1 tonne (t) above the normal tri-axle group 20t General Mass Limit (GML) provided any additional mass loaded onto each tri-axle group is offset onto other non-steer axle or axle groups.

The 1TMTA does not permit any increase to a vehicle's maximum (total) mass, but gives more flexibility in how mass may be distributed across axle groups.

2. What type of vehicles can operate under the 1TMTA?

The 1TMTA can be applied to heavy vehicle combinations that have a tri-axle group(s) which qualify under GML to be loaded up to 20t.

3. What vehicles cannot operate under the 1TMTA?

The 1TMTA does not apply to heavy vehicles operating under:

- Concessional Mass Limits (CML)
- Higher Mass Limits (HML)
- a permit or notice that provides for increased mass, such as a Grain Harvest Mass Management Scheme
- Performance Based Standards (PBS), unless the PBS vehicle has been specially approved to operate under the 1TMTA.

4. May a tri-axle pig trailer operate under the 1TMTA?

No. The tri-axle group on a pig trailer is not entitled to operate at 20t under GML (only 18t) and therefore is not a qualifying tri-axle group.

5. If I'm operating under the 1TMTA does the vehicle need to be identified or am I required to carry a notice or any other documentation?

No. Vehicles operating under the 1TMTA do not need to be specifically identified by a sticker or any other means and there is no requirement for drivers to carry any specific 1TMTA documentation.

6. What roads can I use when I'm operating under the 1TMTA?

Vehicles operating under the 1TMTA allowance can access all roads in the ACT, NSW, SA, Tas and Vic unless travel is restricted by load limiting signs.

For vehicles operating in Queensland the 1TMTA only applies to certain declared routes or areas. For details of approved 1TMTA routes/areas in Queensland, see the Department of Transport Main Roads (Qld) website www.tmr.qld.gov.au.

The 1TMTA does not apply to vehicles operating in WA or NT.



7. What are the 1TMTA conditions?

Operating under the 1TMTA is conditional upon:

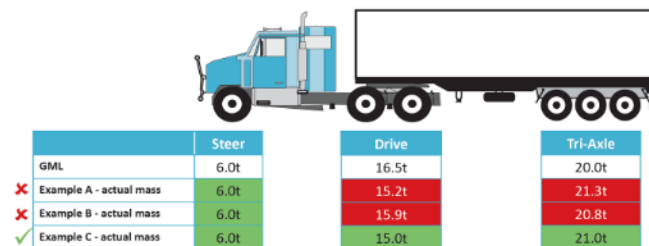
- There is no change to the allowable GML for the whole combination. The total of all new axle mass limits must not exceed the total of the GML for all the axles.
- Any increase in mass on a tri-axle group above the 20t mass limit cannot exceed 1t.
- Any extra mass carried on a tri-axle group above its 20t mass limit will decrease the mass limit allowed for other non-steer axle or axle groups.
- The maximum reduction that can be applied to the mass limit of a non-steer axle or axle group is 1t.
- The mass limits across a vehicle's non-steer axle or axle groups must be decreased by an amount equal to the total of any extra mass being carried on all tri-axle groups.
- Any decrease in axle mass limits **cannot** be applied to a steer axle or axle group.

The 1TMTA makes changes to the allowable mass limits for the vehicle's axle groups where a **decreased mass limit** on any axle or axle group is required to **offset any increased mass** on a tri-axle group or groups. While the decreased mass limit on an axle or axle group cannot be reduced by more than 1t, the actual loaded mass may be less than the new decreased mass limit.

For example on a 6-axle prime mover semitrailer combination operating under the 1TMTA, an additional mass of 1t has been loaded onto the tri-axle group and has been offset on by a 1t reduction to the mass limit on the drive axle group.

The new reduced mass limit on the drive axle group is now 15.5t, however when the vehicle is weighed the mass on the drive axle is only 15t. This is not breach of 1TMTA conditions because the actual mass on the drive axle group is less than the reduced mass limit of 15.5t. (see Figure 1, Example C)

Figure 1 – 6-axle prime-mover semitrailer combinations operating under the 1TMTA



Example A – The tri-axle has been loaded to 21.3t, and the full 1.3t has been offset onto the drive axle group. This exceeds the allowed 1t mass transfer, both for the increase on the tri-axle group and the decreased mass limit on the drive axle group and therefore the 1TMTA does not apply.

Example B – The tri-axle has been loaded to 20.8t, an increase of 0.8t but the mass offset on the drive axle group is only 0.6t. The 1TMTA conditions require that the increased mass on the tri-axle must be offset onto another axle or axle group. There has only been a mass offset of 0.6t to the drive axle group, rather than the required 0.8t, therefore the 1TMTA does not apply.

Example C – A vehicle operating in compliance with the conditions of the 1TMTA, the additional 1t mass on the tri-axle has been offset to the drive axle group. Note the actual mass on the drive axle group is less than the reduced mass limit of 15.5t.

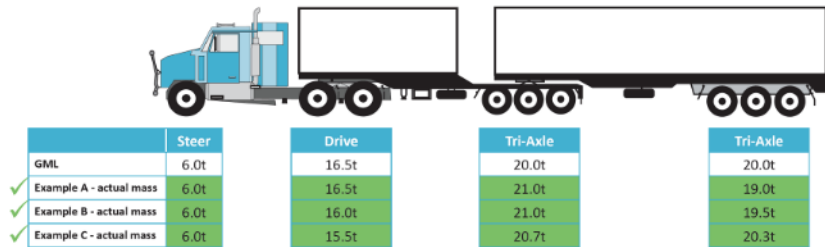
8. When the mass is increased on a tri-axle group does the mass have to be offset on an adjoining axle group?

No. The increased mass on a tri-axle group can be offset over a number of axles or axle groups (other than a steer axle or steer axle group).

I-Tonne Tri-Axle Mass Transfer Allowance

September | 2014

Figure 2 – Compliant 9-axle B-doubles operating under the 1TMTA



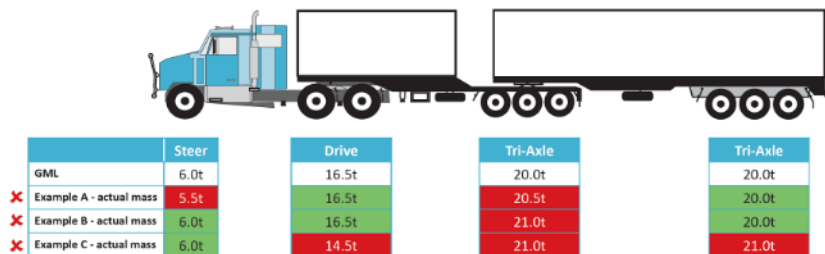
9. In a multi combination vehicle such as a B-double or road train, can the increased mass be offset from one tri-axle group to another tri-axle group?

Yes. Under the 1TMTA, mass can be offset between multiple axles and axle groups including tri-axle group to tri-axle group, noting that the amount of mass reduced on any axle or axle group cannot exceed 1t.

10. Can more than one tri-axle group benefit under the 1TMTA?

Yes. The mass transfer allowance can apply to all tri-axle groups in the combination as long as any additional mass applied to tri-axle group(s) is offset onto other axle group(s) and does not exceed 1t. The 1TMTA does not allow for additional total vehicle mass.

Figure 3 – Non-compliant 9-axle B-doubles operating under the 1TMTA



Example A – The vehicle has been loaded with an additional 0.5t on the first tri-axle group which has been offset onto the steer axle. The 1TMTA conditions do not allow for any mass to be offset to a steer axle or steer axle group, therefore the 1TMTA does not apply.

Example B – The vehicle has been loaded with an additional 1t on the first tri-axle group without any mass being offset onto another axle group or groups. The 1TMTA conditions require that the additional mass loaded onto a tri-axle group must be offset onto another axle or axle group, therefore the 1TMTA does not apply.

Example C – The vehicle has been loaded with an additional 1t on both tri-axle groups but the increased mass from both tri-axle groups has been offset onto the drive axle. The 1TMTA conditions only allow for a maximum of 1t reduction of the mass limits on an axle or axle group to offset any increased mass on a tri-axle group, therefore the 1TMTA does not apply.

I-Tonne Tri-Axle Mass Transfer Allowance

September | 2014

11. Can vehicles operate under the 1TMTA and the 6.5t steer axle mass exception at the same time?

Yes. Vehicles operating under the 1TMTA can also operate under the 6.5t steer axle mass exception. In this instance the vehicles total allowable mass would be increased by 0.5t.

The 6.5t steer axle mass exception is in addition to any other mass exceptions applicable to non-steer axles (e.g. CML and HML).

12. What happens if the vehicle does not comply with all the conditions of the 1TMTA?

Non-compliance of any condition of the 1TMTA will result in the mass exception no longer applying and the vehicle or combination will be assessed against GML.

13. Does the manufacturer's rating of the trailer and the tri-axle group need to allow for the increased mass on the tri-axle up to 21t?

Yes. The 1TMTA does not override any relevant manufacturer's specifications.

14. Is Mass Measurement Adjustment applied to vehicles operating under the 1TMTA?

Yes. Mass measurement adjustment is applied in the same manner as it would to a heavy vehicle not operating under the 1TMTA. The difference will be that the assessed mass will be compared against the increased or decreased 1TMTA mass limits, rather than GML.

15. What law allows me to operate under the 1TMTA?

The 1TMTA applies as a mass exception under the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation – Schedule 5(A)* and will be cited as *Heavy Vehicle (Mass, Dimension and Loading) National Amendment Regulation 2014*.

About the NHVR

The National Heavy Vehicle Regulator (NHVR) is Australia's dedicated independent regulator for heavy vehicles over 4.5 tonnes gross vehicle mass.

The NHVR was created to administer one set of rules for heavy vehicles under the Heavy Vehicle National Law, improve safety and productivity, minimise the compliance burden on the heavy vehicle transport industry and reduce duplication and inconsistencies across state and territory borders.

For more information:

subscribe www.nhvr.gov.au/subscribe
visit www.nhvr.gov.au
email info@nhvr.gov.au
fax 07 3309 8777
post PO Box 492, Fortitude Valley Q.4006
tel 1300 MYNHVR* (1300 696 487)
 *Standard 1300 call charges apply. Please check with your phone provider

201409-0177

Please note: While every attempt has been made to ensure the accuracy of the content of this fact sheet, it should not be relied upon as legal advice.
 © National Heavy Vehicle Regulator (2014)

ATTACHMENT C: National Heavy Vehicle Mass and Dimension Limits Fact Sheet



National heavy vehicle mass and dimension limits

National heavy vehicle mass and dimension limits

Heavy Vehicle National Law

The Heavy Vehicle National Law (HVNL) provides General Mass Limits (GML), Concessional Mass Limits (CML) and Higher Mass Limits (HML) for heavy vehicles operating on the national road network. This fact sheet summarises the conditions for operating general access and restricted access vehicles, relating to axle mass and configurations.

High productivity vehicles, such as B-doubles and HML vehicles are important to the efficiency of the freight task in Australia. The larger capacity of these vehicles also reduces the number of vehicles required to transport a given amount of freight.

National heavy vehicle dimension requirements

The prescribed dimension requirements for heavy vehicles are set out under the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation 2013 (the Regulation)*.

The information contained within this fact sheet has been extracted from the regulation.

Index

GML	General Mass Limits
CML	Concessional Mass Limits
HML	Higher Mass Limits
HVNL	Heavy Vehicle National Law
GVM/GCM	Gross Vehicle Mass/Gross Combination Mass
NHVAS	National Heavy Vehicle Accreditation Scheme
NLS	Non Load Sharing
LS	Load Sharing
PBS	Performance Based Standard
'S' dimension	Measurement from the front articulation point to the rear overhang line



The information contained in this fact sheet is accurate at the time of publication and in the unlikely event of any conflict the HVNL prevails.

This document does not cover the authorised access. Some vehicles are not permitted to operate in some states.

This document does not cover PBS Vehicles, if you require this information about PBS vehicles, please refer to the PBS Fact Sheet.

Prescribed dimensions

Width

The width limit for heavy vehicles is 2.5 metres, excluding:

- rear vision mirrors, signalling devices and side-mounted lamps and reflectors
- anti-skid devices mounted on wheels, central tyre inflation systems, tyre pressure gauges
- permanently fixed webbing-assembly-type devices, such as curtain-side devices, provided that the maximum distance measured across the body including any part of the devices does not exceed 2.55 metres.
- removable load restraint equipment, if the maximum distance across the body of the heavy vehicle, including any part of the equipment, is not more than 2.55m.



Height

The height limit for heavy vehicles is 4.3 metres unless it is a:

- vehicle built to carry cattle, horses, pigs or sheep - 4.6 metres
- vehicle built with at least 2 decks for carrying vehicles - 4.6 metres
- double-decker bus - 4.4 metres



Length

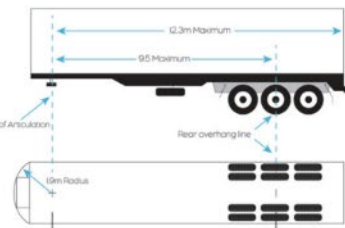
For overall vehicle lengths, refer to the axle mass tables on pages 5-10.

Length for trailers

On a semitrailer or dog trailer the distance from the front articulation point to the rear overhang line must not be more than 9.5 metres; the distance from the front articulation point to the rear of the trailer must not be more than 12.3 metres.

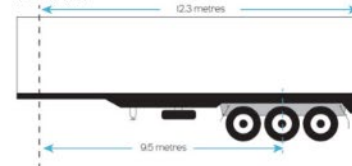
The maximum forward projection of a semi-trailer, or anything attached to a semi-trailer must not protrude beyond a 1.9 metre arc from the towing pivot pin (King pin).

The articulation point to the rear of a semitrailer may be up to 13.2 metres if the trailer has a distance of not more than 9.5 metres from the front articulation point to the rear overhang line, does not operate in a B-double or road train combination and otherwise complies dimensionally.

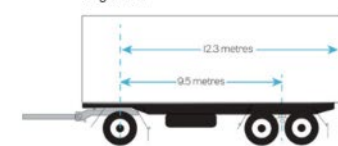


Examples

Semi trailer



Dog trailer



National heavy vehicle mass and dimension limits

National heavy vehicle mass and dimension limits

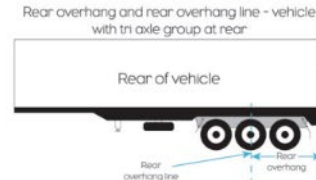
Rear overhang and rear overhang line

The rear overhang of a vehicle is the distance between the rear of the vehicle and the rear overhang line of the vehicle.

If a vehicle's rear axle group comprises of only 1 axle, the rear overhang line is the centre-line of that axle.

If a vehicle's rear axle group comprises of 2 axles, 1 of which is fitted with twice the number of tyres as the other, the rear overhang line is located at one-third the distance between the 2 axles and is closer to the axle with the greater number of tyres.

If a vehicle's rear axle group comprises of 3 or more axles, the rear overhang line is the centre-line of the axle group.

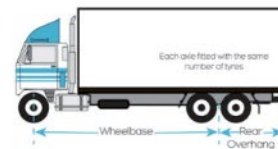


Note: Any steerable axle is to be disregarded unless—

- the group comprises of only 1 axle and that axle is a steerable axle; or
- all the axles in the group are steerable axles.

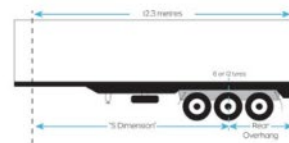
Rear overhang on rigid trucks

Lesser of 3.7 metres or 60% of wheelbase.



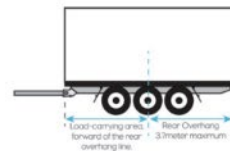
Rear overhang on a semi-trailers and dog trailers

Lesser of 3.7 metres or 60% of 'S' dimension.



Rear overhang on a pig trailer

Rear overhang on a pig trailer must not exceed the lesser of the length of the load-carrying area, forward of the rear overhang line or 3.7 metres.



Dimensions relating to specific trailer types

Livestock carriers

- A trailer built to carry cattle, horses, pigs or sheep on two or more partly or completely overlapping decks must not have more than 12.5 metres of its length available to carry cattle, horses, pigs or sheep.
- In a B-double built to carry cattle, horses, pigs or sheep, the two semi-trailers must not have more than 18.8 metres of their combined length available to carry cattle, horses, pigs or sheep.

Note - the length available for the carriage of cattle, horses, pigs or sheep on a trailer is measured from the inside of the front wall or door of the trailer to the inside of the rear wall or door of the trailer, with any intervening partitions disregarded



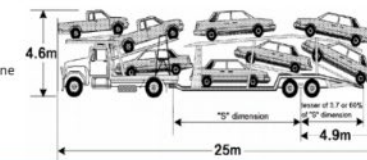
Refrigerated van trailers

The front articulation point to the rear of a semi-trailer may be up to 13.6 metres if the trailer is designed and constructed for the positive control of temperature through the use of refrigerated equipment. Also, the distance from the front articulation point to the rear overhang line of not more than 9.9 metres does not operate in a B-double or road train combination and otherwise complies dimensionally.



Car carriers

The distance measured at right angles between the rear overhang line of a trailer carrying vehicles on more than one deck and the rear of the rearmost vehicle on the trailer must not exceed 4.9 metres.



Axle mass limits comparison tables

- The Mass limits for single axles and axle groups table denotes the GML that applies under the HVNL.
- For CML and HML refer to the tables on pages 6-10.
- Dog and pig trailers must not be heavier than the truck towing them.
- The maximum GML for a combination is 42.5 tonnes unless operating under a notice permit or specific scheme.
- CML heavy vehicles must be accredited under the NHVAS.
- HML heavy vehicles must be fitted with road friendly suspension and accredited under the NHVAS.
- Additional information is available from the HVNL or the NHVR website: www.nhvr.gov.au









Table disclaimers

- Heavy vehicles with a GVM over 15 tonnes fitted with specified technologies, including an engine complying with ADR 80/01 (Euro IV), Front Under-run Impact Protection that meets UN ECE Regulation no 93 or ADR 84, and cabin strength that meets the requirements of UN ECE Regulation no 29, are permitted up to 6.5 tonnes on the steer axle provided it does not exceed the manufacturers rating. Allowable GVM/GCM may then also be increased by up to 0.5 tonnes.
- The type of Road train configurations may vary between jurisdictions.
- Under the Queensland Class 3 Heavy Vehicle additional concessional mass limits exemption notice.
 - Heavy vehicles may travel on roads throughout Queensland with an additional 250kg on a single front steer axle and an additional 1tonne on a twin steer front axle when operating under a CML Class 3 Notice (to be advised).
 - Steer axle mass limit can be increased to 6.7t for a prime mover forming part of a road train fitted with tyres of at least 375mm.
 - Heavy Vehicles may travel on roads throughout Queensland with an additional 3 tonnes above General Mass Limits, if the maximum mass permitted under GML is > 80 tonnes and an additional 4 tonnes if it is > 120 tonnes.

National heavy vehicle mass and dimension limits

*, a, b For disclaimer clarification please refer to page 4

Mass limits for single axles and axle groups

Axle/s	Axle group/tyres	Axle/vehicle details	Mass limit (tonnes)
	Single axle Single tyres	Steer axle ^{*, a, b} Non steer axle, tyres less than 375mm Non steer axle, tyres 375mm to 449mm Non steer axle, tyres at least 450mm	6.0t 6.0t 6.7t 7.0t
	Single axle Dual tyres	Pig trailer Any other vehicle A complying bus, or a bus authorised to carry standing passengers under an Australian road law An ultra-low floor bus with no axle groups, only 2 single axles	8.5t 9.0t 10.0t 11.0t
	Twin-steer axle group Single tyres	Non load-sharing suspension system Load-sharing suspension system	10.0t 11.0t
	Tandem axle group Single tyres	Less than 375mm 375mm to 449mm At least 450mm	11.0t 13.3t 14.0t
	Tandem axle group Dual/single tyres	Single tyres on one axle and dual tyres on the other axle A complying bus	13.0t 14.0t
	Tandem axle group Dual tyres	Pig trailer Any other vehicle	15.0t 16.5t
	Tri-axle group Single tyres	Single tyres on all axles with section width less than 375mm, or single tyres on one or two axles and dual tyres on the other axle or axles Pig trailer with either single tyres with at least a 375mm section width, dual tyres on all axles or a combination of those tyres	15.0t 18.0t
	Tri-axle group Dual tyres	Vehicle other than a pig trailer with either single tyres with at least a 375mm section width, dual tyres on all axles or a combination of those tyres	20.0t

National heavy vehicle mass and dimension limits

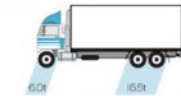
*, a For disclaimer clarification please refer to page 4

Common 2 Axle Rigid Truck



Type of Mass Limits	Maximum Length (metres)	Allowable CVM/CCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Tr axle Group (tonnes)
GML	12.5m	15.0t	6.0t*	N/A	9.0t	N/A	N/A
CML not permitted	12.5m	N/A	N/A	N/A	N/A	N/A	N/A
HML not permitted	12.5m	N/A	N/A	N/A	N/A	N/A	N/A

Common 3 Axle Rigid Truck



Type of Mass Limits	Maximum Length (metres)	Allowable CVM/CCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Tr axle Group (tonnes)
GML	12.5m	22.5t	6.0t*	N/A	N/A	16.5t	N/A
CML	12.5m	23.0t	6.0t*, a	N/A	N/A	17.0t	N/A
HML	12.5m	23.0t	N/A	N/A	N/A	17.0t	N/A

Common 4 Axle Twin Steer Rigid Truck



Type of Mass Limits	Maximum Length (metres)	Allowable CVM/CCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Tr axle Group (tonnes)
GML	12.5m	26.5t NLS 27.5t LS	N/A	10.0t NLS 11.0t LS	N/A	16.5t	N/A
CML	12.5m	27.0t NLS 28.0t LS	N/A	10.0t NLS 11.0t* LS	N/A	17.0t 17.0t	N/A
HML	12.5m	27.0t NLS 28.0t LS	N/A	10.0t NLS 11.0t* LS	N/A	N/A	N/A

Common 2 Axle Rigid Truck and 2 Axle Dog Trailer

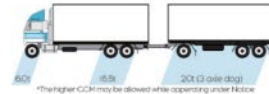


Type of Mass Limits	Maximum Length (metres)	Allowable CVM/CCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Tr axle Group (tonnes)
GML	19.0m	30.0t	6.0t*	N/A	9.0t per single axle	N/A	N/A
CML not permitted	19.0m	N/A	N/A	N/A	N/A	N/A	N/A
HML not permitted	19.0m	N/A	N/A	N/A	N/A	N/A	N/A

National heavy vehicle mass and dimension limits

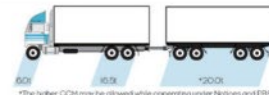
*, #, # For disclaimer clarification please refer to page 4

Common
3 Axle Rigid Truck and
3 Axle Dog Trailer



Type of Mass Limits	Maximum Length (metres)	Allowable CVM/CCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Triaxle Group (tonnes)
GML	19.0m	42.5t	6.0t*	N/A	N/A	16.5t per tandem axle group	N/A
CML	19.0m	43.5t	6.0t* [#]	N/A	N/A	17.0t per tandem axle group	N/A
HML not permitted	19.0m	N/A	N/A	N/A	N/A	N/A	N/A

Common
3 Axle Rigid Truck and
4 Axle Dog Trailer



Type of Mass Limits	Maximum Length (metres)	Allowable CVM/CCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Triaxle Group (tonnes)
GML	19.0m	42.5t	6.0t*	N/A	N/A	16.5t per tandem axle group	N/A
CML	19.0m	43.5t	6.0t* [#]	N/A	N/A	17.0t per tandem axle group	N/A
HML not permitted	19.0m	N/A	N/A	N/A	N/A	N/A	N/A

Common
3 Axle Semitrailer



Type of Mass Limits	Maximum Length (metres)	Allowable CVM/CCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Triaxle Group (tonnes)
GML	19.0m	24.0t	6.0t*	N/A	9.0t per single axle	N/A	N/A
CML not permitted	19.0m	N/A	N/A	N/A	N/A	N/A	N/A
HML not permitted	19.0m	N/A	N/A	N/A	N/A	N/A	N/A

Common
5 Axle Semitrailer



Type of Mass Limits	Maximum Length (metres)	Allowable CVM/CCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Triaxle Group (tonnes)
GML	19.0m	39.0t	6.0t*	N/A	N/A	16.5t per tandem axle group	N/A
CML	19.0m	40.0t	6.0t* [#]	N/A	N/A	17.0t per tandem axle group	N/A
HML	19.0m	40.0t	6.0t*	N/A	N/A	17.0t per tandem axle group	N/A

National heavy vehicle mass and dimension limits

*, #, # For disclaimer clarification please refer to page 4

Common
6 Axle Semitrailer



Type of Mass Limits	Maximum Length (metres)	Allowable CVM/CCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Triaxle Group (tonnes)
GML	19.0m	42.5t	6.0t*	N/A	N/A	16.5t	20.0t
CML	19.0m	43.5t	6.0t* [#]	N/A	N/A	17.0t	21.0t
HML	19.0m	45.5t	6.0t*	N/A	N/A	17.0t	22.5t

Common
7 Axle B-double

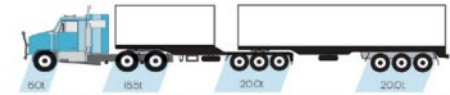
#Combination must meet mass limits relating to axle spacings for the full mass entitlement.



Type of Mass Limits	Maximum Length (metres)	Allowable CVM/CCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Triaxle Group (tonnes)
GML	19.0m	50.0t General access 55.5t Restricted access	6.0t*	N/A	N/A	16.5t per tandem axle group	N/A
CML	19.0m	57.0t Restricted access	6.0t* [#]	N/A	N/A	17.0t per tandem axle group	N/A
HML	19.0m	57.0t Restricted access	6.0t*	N/A	N/A	17.0t per tandem axle group	N/A

Common
9 Axle B-double

#26m is available for eligible vehicles.
#Combination must meet mass limits relating to axle spacings for the full mass entitlement.



Type of Mass Limits	Maximum Length (metres)	Allowable CVM/CCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Triaxle Group (tonnes)
GML	25.0m [#]	62.5t	6.0t*	N/A	N/A	16.5t	20.0t per tri axle group
CML	25.0m [#]	64.5t	6.0t* [#]	N/A	N/A	17.0t	21.0t per tri axle group
HML	25.0m [#]	68.0t	6.0t*	N/A	N/A	17.0t	22.5t per tri axle group

Common
Road train (Type I)



Type of Mass Limits	Maximum Length (metres)	Allowable CVM/CCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Triaxle Group (tonnes)
GML	36.5m	79.0t	6.0t* [#]	N/A	N/A	16.5t per tandem axle group	20.0t per tri axle group
CML	36.5m	81.0t	6.0t* [#]	N/A	N/A	17.0t per tandem axle group	21.0t per tri axle group
HML	36.5m	85.0t	6.0t*	N/A	N/A	17.0t per tandem axle group	22.5t per tri axle group

National heavy vehicle mass and dimension limits

National heavy vehicle mass and dimension limits

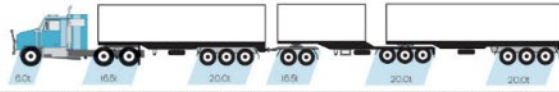
*, a, b, c For disclaimer clarification please refer to page 4

Common B Triple Road train



Type of Mass Limits	Maximum Length (metres)	Allowable CVM/CCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Tri-axle Group (tonnes)
GML	36.5m	82.5t	6.0t ^{a, b}	N/A	N/A	16.5t	20.0t per tri axle group
CML	36.5m	84.5t ^a	6.0t ^{a, b}	N/A	N/A	17.0t	21.0t per tri axle group
HML	36.5m	90.5t	6.0t ^a	N/A	N/A	17.0t	22.5t per tri axle group

Common AB Triple Road train



Type of Mass Limits	Maximum Length (metres)	Allowable CVM/CCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Tri-axle Group (tonnes)
GML	36.5m	99.0t	6.0t ^{a, b}	N/A	N/A	16.5t	20.0t per tri axle group
CML	36.5m	101.0t ^c	6.0t ^{a, b}	N/A	N/A	17.0t	21.0t per tri axle group
HML	36.5m	107.5t	6.0t ^a	N/A	N/A	17.0t	22.5t per tri axle group

Common Road train (Type 2)



Type of Mass Limits	Maximum Length (metres)	Allowable CVM/CCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Tri-axle Group (tonnes)
GML	53.5m	115.5t	6.0t ^{a, b}	N/A	N/A	16.5t per tandem axle group	20.0t per tri axle group
CML	53.5m	118.5t ^a	6.0t ^{a, b}	N/A	N/A	17.0t per tandem axle group	21.0t per tri axle group
HML	53.5m	124.5t	6.0t ^a	N/A	N/A	17.0t per tandem axle group	22.5t per tri axle group

Common BAB Quad Road train



Type of Mass Limits	Maximum Length (metres)	Allowable CVM/CCM (tonnes)	Single Steer Axle (tonnes)	Twin Steer Axle Group (tonnes)	Single Axle (tonnes)	Tandem Axle Group (tonnes)	Tri-axle Group (tonnes)
GML	53.5m	119.0t	6.0t ^{a, b}	N/A	N/A	16.5t per tandem axle group	20.0t per tri axle group
CML	53.5m	121.0t ^a	6.0t ^{a, b}	N/A	N/A	17.0t per tandem axle group	21.0t per tri axle group
HML	53.5m	130.0t	6.0t ^a	N/A	N/A	17.0t per tandem axle group	22.5t per tri axle group

About the NHVR

The National Heavy Vehicle Regulator (NHVR) is Australia's dedicated independent regulator for heavy vehicles over 4.5 tonnes gross vehicle mass.

The NHVR was created to administer one set of rules for heavy vehicles under the Heavy Vehicle National Law (HVNL), improve safety and productivity, minimise the compliance burden on the heavy vehicle transport industry and reduce duplication and inconsistencies across state and territory borders.

For more information

subscribe www.nhvr.gov.au/subscribe

visit www.nhvr.gov.au

email info@nhvr.gov.au

fax 07 3309 8777

post PO Box 492, Fortitude Valley Q 4006

tel 1300 MYNHVR (1300 696 487)

Standard 1300 call charges apply. Please check with your phone provider.

201607-016

© National Heavy Vehicle Regulator (2016). creativecommons.org/licenses/by-nc/3.0/au/
Please note: While every attempt has been made to ensure the accuracy of the content of this fact sheet, it should not be relied upon as legal advice.

ATTACHMENT D: Driver's Licence Classes

Additional information is available from:

<https://www.sa.gov.au/topics/driving-and-transport/licences/drivers-licence/driver-s-licence-classes>

Driver's licence classes and condition codes are uniform across all states and territories of Australia.

The driver's licence classifications table below provides a full description of the classes (excluding motorcycle classes), age and driving experience requirements.

Licence Class	Motor Vehicles Authorised to be Driven	Minimum Experience
C	1. A motor vehicle with a GVM not greater than 4.5 t but not including: <ul style="list-style-type: none"> (a) a bus designed to carry more than 12 seated persons. (b) a motor bike or motor trike. Examples of vehicles which may be driven: sedans, station wagons, panel vans, utilities, light delivery vans, small trucks, quad bikes, special purpose vehicles (e.g. farm machines, small tractors, forklifts, or other like machinery) 2. A motor vehicle included in 1 towing a single trailer, subject to the combination mass limits fixed under the Road Traffic Act 1961. For example, small truck towing a horse float, trailer, or caravan. MAY TOW: trailer, horse float, caravan or farm implement.	Must be at least 17 years old. <ul style="list-style-type: none"> ▪ if you are under the age of 25 you must have held your learner's permit for at least 12 months ▪ if you are aged 25 or over you must have held your learner's permit for at least 6 months.
LR	1. A motor vehicle authorised to be driven by a licence of the preceding class. 2. A motor vehicle with a GVM greater than 4.5 t but not greater than 8 t. (e.g. trucks, vans, tippers, special purpose vehicles, and buses designed to carry 13 or more seated persons) 3. A bus with a GVM not greater than 8 t. 4. A motor vehicle included in 2 or 3 towing a single trailer, subject to the combination mass limits fixed under the Road Traffic Act 1961. MAY TOW: - any farm implement. Any trailer provided the overall mass is within the Gross Combination Mass (GCM) of the towing vehicle. DRIVER'S LICENCE MUST BE CARRIED IF DRIVING A VEHICLE OVER 4.5 TONNE GVM	Must have held a class C for at least one year.

Licence Class	Motor Vehicles Authorised to be Driven	Minimum Experience	Driving
MR	1. A motor vehicle authorised to be driven by a licence of a preceding class. 2. A motor vehicle with two axles and a GVM greater than 8 t (e.g. two axle trucks, tippers and buses). 3. A motor vehicle included in 2 towing a single trailer (other than a semi-trailer) with a GVM not greater than 9 t, subject to the combination mass limits fixed under the Road Traffic Act 1961. 4. A special purpose vehicle with a GVM not greater than 15 t. MAY TOW: Any farm implement. Any trailer with a GVM not exceeding 9000 kg provided it is within the GCM of the towing vehicle. DRIVER'S LICENCE MUST BE CARRIED IF DRIVING A VEHICLE OVER 4.5 TONNE GVM	Must have held a class C for at least one year.	
HR	1. A motor vehicle authorised to be driven by a licence of a preceding class. 2. A motor vehicle (including an articulated bus but not including any other articulated motor vehicle) with three or more axles and a GVM greater than 8 t (e.g. any bus (including articulated buses) trucks and tippers). 3. A motor vehicle included in 2 towing a single trailer (other than a semi-trailer) with a GVM not greater than 9 t, subject to the combination mass limits fixed under the Road Traffic Act 1961. MAY TOW: - any farm implement. Any trailer with a GVM not exceeding 9000kg provided it is within the GCM of the towing vehicle. DRIVER'S LICENCE MUST BE CARRIED IF DRIVING A VEHICLE OVER 4.5 TONNE GVM	Must have held: (a) a class C for at least two years; or (b) a class LR or MR for at least one year.	
HC	1. A motor vehicle authorised to be driven by a licence of a preceding class. 2. A prime mover to which is attached a single semi-trailer (whether or not any unladen converter dolly or low loader dolly is also attached). 3. A rigid motor vehicle to which is attached a single trailer with a GVM greater than 9 t (whether or not any unladen converter dolly or low loader dolly is also attached). DRIVER'S LICENCE MUST BE CARRIED IF DRIVING A VEHICLE OVER 4.5 TONNE GVM	Must have held a class MR or HR for at least one year.	
MC	1. Any motor vehicle or combination of motor vehicles except a motor bike or motor trike (Includes B doubles; road trains) DRIVER'S LICENCE MUST BE CARRIED IF DRIVING A VEHICLE OVER 4.5 TONNE GVM	Must have held a class HR or HC for at least one year.	

ATTACHMENT E: Standard Work and Rest Hour Requirements

Additional information can be found on the NHVR website:

<https://www.nhvr.gov.au/safety-accreditation-compliance/fatigue-management/work-and-rest-requirements/standard-hours>

The below table applies to **Solo Drivers**.

TIME	WORK	REST
In any period of...	A Driver must not work for more than a maximum of...	And must have the rest of that period off work with at least a minimum rest break of...
5½ hours	5 ¼ hours work time	15 continuous minutes rest time
8 hours	7 ½ hours work time	30 minutes rest time in blocks of 15 continuous minutes
11 hours	10 hours work time	60 minutes rest time in blocks of 15 continuous minutes
24 hours	12 hours work time	7 continuous hours stationary rest time*
7 days	72 hours work time	24 continuous hours stationary rest time
14 days	144 hours work time	2 x night rest breaks# and 2 x night rest breaks taken on consecutive days

The below table applies to **Two-up Drivers**.

TIME	WORK	REST
In any period of...	A Driver must not work for more than a maximum of...	And must have the rest of that period off work with at least a minimum rest break of...
5½ hours	5 1/4 hours work time	15 continuous minutes rest time
8 hours	7 1/2 hours work time	30 minutes rest time in blocks of 15 continuous minutes
11 hours	10 hours work time	60 minutes rest time in blocks of 15 continuous minutes
24 hours	12 hours work time	5 continuous hours stationary rest time* or 5 hours continuous rest time in an approved sleeper berth while the vehicle is moving
52 hours		10 continuous hours stationary rest time
7 days	60 hours work time	24 continuous hours stationary rest time and 24 hours stationary rest time in blocks of at least 7 continuous hours of stationary rest time
14 days	120 hours work time	2 x night rest breaks# and 2 x night rest breaks taken on consecutive days

* Stationary rest time is the time a Driver spends out of a heavy vehicle or in an approved sleeper berth of a stationary heavy vehicle.

Night rest breaks are seven (7) continuous hours stationary rest time taken between the hours of 10pm on a day and 8am on the next day (using the time zone of the base of the Driver) or a 24 continuous hours stationary rest break.

ATTACHMENT F: Basic Fatigue Management – Work and Rest Hour Requirements

Additional information can be found on the NHVR website:

<https://www.nhvr.gov.au/safety-accreditation-compliance/fatigue-management/work-and-rest-requirements/basic-fatigue-management-bfm>

The below table applies to **Solo Drivers**.

TIME	WORK	REST
In any period of...	A Driver must not work for more than a maximum of...	And must have the rest of that period off work with at least a minimum rest break of...
6 ¼ hours	6 hours work time	15 continuous minutes rest time
9 hours	8 ½ hours work time	30 minutes rest time in blocks of 15 continuous minutes
12 hours	11 hours work time	60 minutes rest time in blocks of 15 continuous minutes
24 hours	14 hours work time	7 continuous hours stationary rest time*
7 days	36 hours long/night work time**	No limit has been set
14 days	144 hours work time	24 continuous hours stationary rest time taken after no more than 84 hours work time and 24 continuous hours stationary rest time and 2 x night rest breaks# and 2 x night rest breaks taken on consecutive days.

The below table applies to **Two-up Drivers**.

TIME	WORK	REST
In any period of...	A Driver must not work for more than a maximum of...	And must have the rest of that period off work with at least a minimum rest break of...
24 hours	14 hours work time	No limit has been set
82 hours	No limit has been set	10 continuous hours stationary rest time
7 days	70 hours work time	24 continuous hours stationary rest time and 24 hours stationary rest time in blocks of at least 7 continuous hours of stationary rest time
14 days	140 hours work time	4 night rest breaks#

* Stationary rest time is the time a Driver spends out of a regulated heavy vehicle or in an approved sleeper berth of a stationary regulated heavy vehicle.

** Long/night work time is any work time in excess of 12 hours in a 24 hour period or any work time between midnight and 6 am (or the equivalent hours in the time zone of the base of a Driver).

Night rest breaks are 7 continuous hours stationary rest time taken between the hours of 10pm on a day and 8am on the next day (using the time zone of the base of the Driver) or a 24 continuous hours stationary rest break.

ATTACHMENT G: Advanced Fatigue Management

Additional information can be found on the NHVR website:

<https://www.nhvr.gov.au/safety-accreditation-compliance/fatigue-management/work-and-rest-requirements/advanced-fatigue-management-afm>

Advanced Fatigue Management (AFM) accreditation brings a risk management approach to managing Driver fatigue. Rather than setting work and rest hours, AFM offers the flexibility to propose your own hours as long as the fatigue risks of those hours are offset by sleep, rest and other management practices in a compliant fatigue management system.

Risk Classification System

The NHVR assesses proposed AFM work and rest arrangements under a Risk Classification System (RCS). The RCS helps to assess the levels of fatigue risk associated with combinations of work, rest and sleep, and is based on fatigue science and research. It enables operators to submit work schedules with higher risk potentials (such as longer or more frequent shifts) that are alleviated by offsetting across seven key fatigue management principles (for example, increased work related breaks).

Fatigue Management Principles

The seven principles are grouped into three categories:

Work-related rest breaks (such as short rest breaks):

1. Reduce the time spent continuously working in the work opportunity
2. The more frequent breaks from driving, the better

Recovery breaks (such as major rest breaks):

3. Ensure an adequate sleep opportunity in order to obtain sufficient sleep
4. Maximise adequate night sleep
5. Minimise shifts ending between 00:00-06:00
6. Minimise extended shifts

Reset breaks (such as long periods of rest or extended leave):

1. Prevent accumulation of fatigue with reset breaks of at least 30hrs (and include two night periods, 00:00 – 06:00) between work sequences