

Vehicle Inspectors Bulletin No. 14

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Transport Services Division

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Road Transport Compliance

For: ♦ Transport Inspectors ♦ NT Police

National Heavy Vehicle Accreditation Scheme

Background

The Department of Lands and Planning administers the National Heavy Vehicle Accreditation Scheme (NHVAS) as a voluntary alternative to conventional enforcement. Accredited operators may gain benefits through a greater flexibility in the management of their transport business and access to regulatory concessions. NHVAS is mutually recognised by all participating states and territories.

The three NHVAS modules currently offered to Northern Territory (NT) based operators are Mass Management, Maintenance Management and Fatigue Management. For operators to be accredited they must have implemented systems to show compliance with the relevant NHVAS module standards and provide evidence that they operate within the law.

Mass Management: An accredited operator in Mass Management must have a management system in place that is designed to prevent a nominated vehicle from operating in excess of applicable mass limits.

Maintenance Management: An accredited operator in Maintenance Management must have a management system in place that is designed to ensure nominated vehicles are effectively maintained in a roadworthy condition and are regularly serviced.

Fatigue Management: An accredited operator in Fatigue Management must have a management system in place that is designed to ensure that the effects of driver fatigue for nominated drivers are effectively managed.

***Note -** Accreditation in any of the NHVAS modules does not exempt the operator, vehicles or driver from complying with current NT road transport legislation.

Related Information:

- [Information Bulletin V66 – Placing Your Heavy Vehicle Accreditation Labels](#)
- [Information Bulletin V67 – National Heavy Vehicle Accreditation Scheme](#)
- [Information Bulletin V68 – Mass Management \(NHVAS\)](#)
- [Information Bulletin V69 – Maintenance Management \(NHVAS\)](#)
- [Information Bulletin V70 – Heavy Vehicle Driver Fatigue](#)
- [Information Bulletin V72 – Basic Fatigue Management \(BFM\)](#)
- [Information Bulletin V73 – Advanced Fatigue Management \(AFM\)](#)

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Enforcement

Accredited operators are required to have procedures in place that ensure all vehicles in Mass Management are loaded within applicable mass limits and that all vehicles operating under Maintenance Management are maintained to the relevant vehicle standards. Accredited operators in the Fatigue module ensure that driver fatigue is effectively managed for their nominated drivers.

Regular audits are conducted on the operator's system to ensure on-going compliance is maintained. With this in mind on-road enforcement resources can be better targeted towards ensuring the compliance of **non-accredited** operators to the regulatory standards.

Interception Reports

Interception Report Books (IRB) must be carried in all vehicles operating under the NHVAS and must be produced to the enforcement officer at the time of interception. When an interception report is completed, the enforcement officer's copy of the interception report is then removed from the book and forwarded by the enforcement officer to the accrediting agency along with copies of any enforcement action taken e.g. breaches, TINs, defects and warnings. This is essential for both the accrediting agency and operator in building a history of compliance for that operator.

IRBs should be allocated to each enforcement vehicle and should be used by Transport Inspectors in the event where an IRB is not produced by a driver participating in NHVAS. In these cases, both the Enforcement Officer's and Operator's copy of the report are to be sent to the accrediting agency. This will ensure that all interceptions of accredited vehicles and drivers are documented.

On-Road: Each time a nominated vehicle or driver is intercepted on-road by Transport Inspectors or members of the NT Police, an interception report is to be completed, regardless of whether any non-compliance (or breach) is found.

Weighbridges: During weighbridge operations where a nominated vehicle or driver has been assessed for non-compliance, in the case that no non-compliance has been detected, the Transport Inspector may have the option of recording the interception through other approved means. If a driver operating under an accredited operator requests to have an interception report completed, then a Transport Inspector should comply.

****Note** - An interception report must be completed every time enforcement action is taken e.g. breaches, TINs, defects and warnings.

Identification

Mass and/or Maintenance accredited hauling units (trucks) are identified by an accreditation label attached to the right hand side of the vehicle on or near the driver's door.

Nominated drivers working under either the BFM or AFM accreditation must carry a copy of the operator's accreditation certificate (Fatigue module) and a letter from the operator stating what hours option that driver is working to.

For trailers in Maintenance Management an accreditation label should be attached as close as practicable to the number plate. Trailers operating under Mass Management do not require a Mass Management label.

Example of an accreditation label:



[Information Bulletin V66](#) gives examples of the accreditation labels and where they are to be fitted.

Additional Information

Further information on NHVAS is available on the Department of Lands and Planning NHVAS website at <http://www.nt.gov.au/transport/mvr/nhvas> or contact the Accreditation and Audit Unit on (08) 8924 7586.

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