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# Accredited Containerised Freight Period Permit Operating Conditions

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# Document Control

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<b>Custodian</b>	Manager Heavy Vehicle Road Network Access
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# Amendments

Revision Number	Revision Date	Description of Key Changes	Section
1	18/12/2023	Moved accreditation requirement to s.2, added GCVL requirements and added reference to Trailer Gap Calculator.	s.2, 3 & 5.4

## DEFINITIONS

The following are definitions for terms used in these Operating Conditions. Refer to the definitions in the *Road Traffic (Administration) Act 2008* and the *Road Traffic (Vehicles) Act 2012* and any subsidiary legislation to these Acts for the meanings of any terms not defined in this section. If a definition in the relevant Acts or the subsidiary legislation conflicts with a definition in this section, the definition in this section prevails for the purpose of these Operating Conditions.










Term	Definition
<b>ACF</b>	Accredited Containerised Freight
<b>ACF Network 1</b>	The ACF Network 1 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website.
<b>ACF Network 2</b>	The ACF Network 2 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website.
<b>ACF Network 3</b>	The ACF Network 3 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website.
<b>ACF Network 4</b>	The ACF Network 4 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website.
<b>ACF Network 5</b>	The ACF Network 5 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website.
<b>ACF Network 6</b>	The ACF Network 6 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website.
<b>ACF Network 7</b>	The ACF Network 7 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website.
<b>ACF Network 8</b>	The ACF Network 8 approved roads are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website.
<b>Intermodal Container</b>	A shipping container designed and built for intermodal freight transport.
<b>Licensing Authority</b>	A Government Authority responsible for the administration of the vehicle licensing provision of the law of the relevant State, Territory or the Commonwealth.
<b>Main Roads Website</b>	<a href="http://www.mainroads.wa.gov.au">www.mainroads.wa.gov.au</a>
<b>Modified Mass</b>	The amount by which the combined axle group mass of the vehicle exceeds the combined statutory axle group mass limits applicable to the vehicle combination. For the purpose of this permit the steer axle mass is not included in the modified mass calculation.
<b>Non-complying Vehicle</b>	A vehicle that does not comply with the vehicle standards and/or dimension requirements prescribed in the <i>Road Traffic (Vehicles) Regulations 2014</i> .

Term	Definition
<b>Order</b>	The Order that is published in the Gazette subject to these Operating Conditions, under the provisions of Part 4 of the <i>Road Traffic (Vehicles) Act 2012</i> , which these Operating Conditions form part of.
<b>Permit</b>	Means a permit issued under Part 4 of the <i>Road Traffic (Vehicles) Act 2012</i> , which these Operating Conditions form part of.
<b>Permit Holder</b>	The Operator to whom the permit is issued.
<b>Posted Speed Limit</b>	The speed limit indicated by the numerals on the speed limit sign or 50 kilometres per hour in the absence of a speed limit sign in a built-up area.
<b>Prime Mover</b>	A motor vehicle built primarily to tow a semi-trailer but does not include a truck or modified prime mover built primarily to carry a load or carry out a function other than towing a semi-trailer.
<b>RAV</b>	An approved vehicle combination to which the “ <i>Accredited Containerised Freight Period Permit</i> ” applies.
<b>Rear Overhang Line</b>	The centre of a single axle, single axle group, tandem axle group, tri-axle group or quad-axle group nearest to the rear of the vehicle.
<b>Rear Overhang</b>	The distance between the rear overhang line and the rearmost part of the vehicle or the load.
<b>Statutory Dimension Limits</b>	The dimension requirements prescribed in Part 8 of the <i>Road Traffic (Vehicles) Regulations 2014</i> .
<b>TCA</b>	Transport Certification Australia
<b>Tow Coupling Underrun</b>	The distance the pivot point of a coupling is forward of the rear of the trailer to which it is attached.
<b>Truck</b>	A motor vehicle designed primarily for the carriage of goods directly upon it, and does not include a prime mover, unless it is fitted with a block for use as a block truck, or has been modified to the extent where its primary function is no longer to tow a semi-trailer.

# 1 APPLICATION

## 1.1 Approved Vehicles

1.1.1 An Accredited Containerised Freight Period Permit applies to a RAV shown in the “Vehicle Description” column in the following table, with a Modified Mass equal to or less than the Maximum Modified Mass specified on the particular permit, when carrying the Approved Product and operating on an Approved Network.

Category	Vehicle Description	Max. Length	Approved Network
1	<b>Prime Mover &amp; Semi-trailer</b> 	≤19.0 m	ACF Network 1
2	<b>Prime Mover &amp; Semi-trailer</b> 	≤20.0 m	ACF Network 2
3	<b>B-Double</b> 	≤27.5 m	ACF Network 3
4	<b>A-Double (Prime Mover, Semi-trailer &amp; 5 Axle Dog Trailer)</b> 	≤27.5 m	ACF Network 4
5	<b>A-Double (Prime Mover, Semi-trailer &amp; 6 Axle Dog Trailer)</b> 	≤27.5 m	ACF Network 5
6	<b>A-Double (Prime Mover, Semi-trailer &amp; 5 Axle Dog Trailer)</b> 	>27.5 m ≤36.5 m	ACF Network 6
7	<b>A-Double (Prime Mover, Semi-trailer &amp; 6 Axle Dog Trailer)</b> 	>27.5 m ≤36.5 m	ACF Network 7
8	<b>(a) BA-Triple (B-double &amp; 6 Axle Dog)</b>  <b>(b) AB-Triple (Prime Mover, Semi-trailer &amp; B-double)</b> 	>27.5 m ≤36.5 m	ACF Network 8

**Note:** Refer to sub-clause 11.2.1 for the Modified Mass applicable to each vehicle combination.

## 1.2 Approved Axle Configuration

1.2.1 All axle groups of the RAV, except the steer axles, must be fitted with dual tyres.

**1.2.2** Prime movers may consist of single steer axle groups or twin steer axle groups.

**1.2.3** An *Accredited Containerised Freight Period Permit* does not apply to a RAV with less than the number of axles shown in the table under clause 1.1.

**1.2.4** An *Accredited Containerised Freight Period Permit* does not apply to a RAV with more than the number of axles shown in the table under clause 1.1.

### 1.3 Approved Product

**1.3.1** The *Accredited Containerised Freight Period Permit* only applies to a RAV when carrying one or more intermodal containers that:

- (a) Are being transported from their point of loading to a port for overseas export; or
- (b) Have arrived from overseas and are being transported from the port to their destination.

**1.3.2** For the purpose of sub-clause 1.3.1, this includes containers being transported to or from the port and any intermediate movements to locations such as intermodal terminals and container parks, provided the container contents are not altered, i.e. the import / export container seal remains intact, unless removed by another Government agency.

**1.3.3** This permit does not apply to intermodal containers that are being transported for any other purpose.

### 1.4 Operating in Conjunction with another Permit or Order

The *Accredited Containerised Freight Period Permit* cannot be used in conjunction with another permit or order.

## 2 COMPULSORY WA HEAVY VEHICLE ACCREDITATION

The operator or permit holder must be accredited under the WA Heavy Vehicle Accreditation Scheme (WAHVAS), including the Mass Management Module, when operating a RAV used in connection with a business.

## 3 COMMERCIAL GOODS VEHICLE LICENCE

### 3.1 Obtaining a CGVL

Each RAV must obtain a Commercial Goods Vehicle Licence (CGVL), in accordance with the *Transport Co-ordination Act 1966*, when carrying iron ore, or any mining product from which iron is to be extracted, if sourced from a mine or mine stockpile situated:

- (a) Within 100km of Geraldton, Marchagee, Pindar, South Mine 94 or Wubin; or
- (b) Within 100km on either side of:
  - i. The railway between Geraldton and Wubin, including the section of railway between Mullewa and Pindar; or
  - ii. The railway between Geraldton and Marchagee; or
  - iii. The railway between Dongara and South Mine 94.

**Note:** to obtain a CGVL, the operator must contact the Department of Transport Freight, Ports, Aviation and Reform Section via [cgv1@transport.wa.gov.au](mailto:cgv1@transport.wa.gov.au). For more information, see the *Commercial Goods Vehicle Licence* page on the Department of Transport website: [Commercial goods vehicle licence \(CGVL\) \(transport.wa.gov.au\)](https://www.transport.wa.gov.au/commercial-goods-vehicle-licence-cgvl).



### 3.2 Complying with CGVL Conditions

The driver and permit holder must comply with the conditions specified in the CGVL.

### 3.3 Carrying a Copy of the CGVL

A copy of the CGVL must be carried in the RAV and presented to WA Police or Main Roads personnel upon request.

## 4 TELEMATICS MONITORING REQUIREMENTS

### 4.1 Prime Mover Requirements

The *Accredited Containerised Freight Period Permit* only applies to a prime mover installed with an approved in-vehicle telematics unit monitored via a TCA approved service provider.

### 4.2 Monitoring and Reporting Requirements

**4.2.1** Main Roads Heavy Vehicle Services must be provided continuous access to the telematics monitoring system, with the ability to:

- (a) Identify the position of the RAV, with position records updated every 30 seconds as a minimum; and
- (b) View data no more than one week old and up to 12 months old.

**4.2.2** When operating under this permit the permit holder is required to inform the driver that the vehicle is being monitored for the purposes of compliance by Main Roads WA.

## 5 LOADING CONTROLS

The *Accredited Containerised Freight Period Permit* only applies to a permit holder with loading controls in place that conform with section 6 or section 7 of these Operating Conditions.

## 6 VERIFIED WEIGHBRIDGE

### 6.1 Weighing Each Load

Each individual axle group of a RAV must be weighed over a weighbridge that has a valid Certificate of Verification from the National Measurement Institute (NMI).

### 6.2 Weighbridge Records

**6.2.1** Weighbridge records of each journey, showing the mass of each individual axle group, must be maintained in accordance with the *Western Australian Heavy Vehicle Accreditation – Mass Management Module Standards*.

**6.2.2** Weighbridge records must be produced to a representative of Main Roads Heavy Vehicle Services upon request.

## 7 ON-BOARD MASS MANAGEMENT

### 7.1 Prime Mover Requirements

A prime mover must be installed with an approved on-board mass management (OBM) system, linked to the in-vehicle telematics unit, and monitored via a TCA approved service provider.

## 7.2 Trailer Requirements

Each trailer must be installed with an approved OBM system, linked to the prime mover's in-vehicle telematics unit, and monitored via a TCA approved service provider.

## 7.3 Monitoring and Reporting Requirements

- 7.3.1** Main Roads Heavy Vehicle Services must be provided continuous access to the OBM system, with the ability to:
- (a) Download automated mass reports, showing the mass of each individual axle group and the gross mass of the RAV, including location, date and time of the recording. Data transfer must be at least once every 30 minutes.
  - (b) Identify the configuration the RAV; and
  - (c) View data no more than one week old and up to 12 months old.

# 8 MALFUNCTIONS, TAMPERING AND CALIBRATION

- 8.1.1** This permit may be suspended or cancelled if:
- (a) the driver or permit holder tampers with or manipulates the in-vehicle telematics device, OBM system or weighbridge; or
  - (b) the driver or permit holder fails to report a malfunction with the in-vehicle telematics device, OBM system or weighbridge; or
  - (c) the permit holder fails to calibrate the OBM system in accordance with the manufacturer's specifications; or
  - (d) the weighbridge is not calibrated in accordance with the manufacturer's specifications.
- 8.1.2** An in-vehicle telematics device, OBM system or weighbridge malfunctions if:
- (a) it ceases to work at all, or works only intermittently; or
  - (b) it performs a function in such a way that the results of it doing so are inaccurate or unreliable (including intermittently inaccurate or unreliable).
- 8.1.3** A person tampers with or manipulates an in-vehicle telematics device, OBM system or weighbridge if he or she engages in conduct that has the result that:
- (a) the device or system is altered; or
  - (b) the device or system is installed or used in a way that is not in accordance with the conditions of its approval by Main Roads WA; and
  - (c) the device or system does not perform as intended in terms of accuracy, timeliness, reliability, verifiability or any other performance parameter.

# 9 USING A NON-COMPLYING VEHICLE

## 9.1 Accepted Non-Complying Vehicles

- 9.1.1** A semi-trailer with a non-complying length may be used, provided:
- (a) The semi-trailer does not exceed 14.63 metres in length; and
  - (b) The semi-trailer does not exceed 9.5 metres from the kingpin to the centre of rear axle group; and
  - (c) The semi-trailer does not exceed 13.2 metres from the kingpin to the rear of the trailer; and

- (d) The front of the semi-trailer forward of the kingpin does not exceed 1.43 metres or a radius of 1.9 metres; and
- (e) The semi-trailer is used as the rearmost trailer in the vehicle combination.

**9.1.2** A semi-trailer with a non-complying tow coupling underrun may be used, provided:

- (a) The distance from the rearmost part of the semi-trailer or load, to the forward-most part of the following semi-trailer or load, is not less than 1270 millimetres; or
- (b) Specific approval is obtained from Main Roads Heavy Vehicle Services.

**9.1.3** A dolly with a non-complying drawbar coupling height may be used, provided:

- (a) The drawbar is level when the combination is parked on level ground. For the purpose of this sub-clause, level means no more than 100 millimetres height difference between the drawbar ends; or
- (b) The drawbar is a gooseneck drawbar.

**9.1.4** A dolly with a drawbar that exceeds the maximum prescribed length may be used, provided:

- (a) The dolly has a gooseneck drawbar; and
- (b) The front of the drawbar is connected more than 300 millimetres forward of the rear of the leading trailer.

## 10 DIMENSION REQUIREMENTS

A RAV is required to comply with statutory dimension limits unless a modified dimension limit is specified in this section.

### 10.1 Length Limits

**10.1.1** A RAV must not exceed the maximum length indicated for the particular RAV category in clause 1.1.

**10.1.2** The two (2) semi-trailers used in a B-double must not be more than 20.6 metres in combined length, measured from the kingpin of the lead semi-trailer to the rear of the second semi-trailer (including the space between the semi-trailers).

**10.1.3** A Category 2 RAV may consist of an over-length semi-trailer, provided:

- (a) The semi-trailer does not exceed 16.15 metres in length; and
- (b) The semi-trailer does not exceed 10.5 metres from the kingpin to the centre of rear axle group; and
- (c) The rear overhang does not exceed 4.2 metres; and
- (d) The semi-trailer is carrying an intermodal container that is longer than 14.63 metres, but not longer than 16.15 metres.

### 10.2 Axle Spacings

**10.2.1** A RAV must comply with the minimum axle spacing requirements specified in the following table:

Adjacent Axles or Axle Groups	Minimum Distance
Tandem axle group to tri axle group	8.0 m
Tri axle group to tri axle group	9.2 m

**Note:** Axle spacing measurements are taken from the centre of outmost extreme axles of the two adjacent axle groups, as shown below:

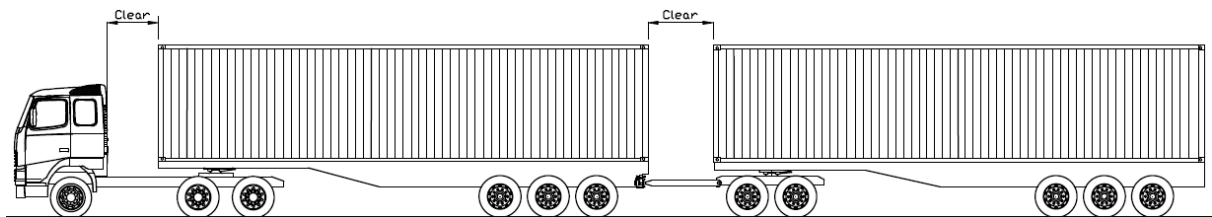


### 10.3 Trailer Gap Requirements

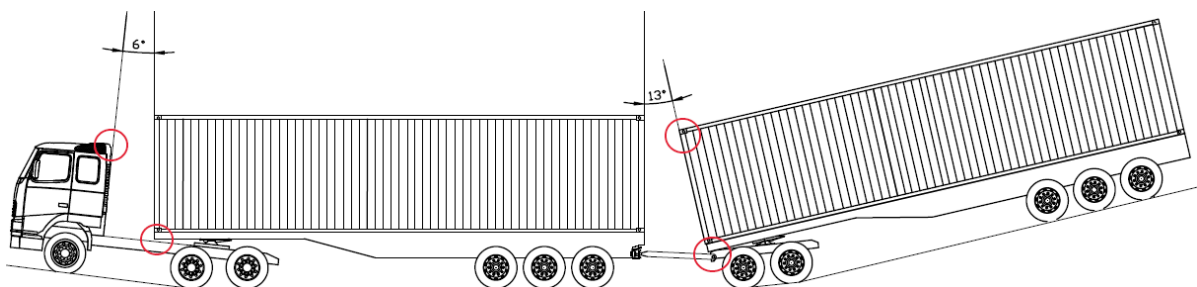
**10.3.1** The RAV must be able to achieve the following angles of rotation simultaneously and independently, without any part of the trailer contacting any part of the towing vehicle (i.e. prime mover, lead semi-trailer or converter dolly), including the load:

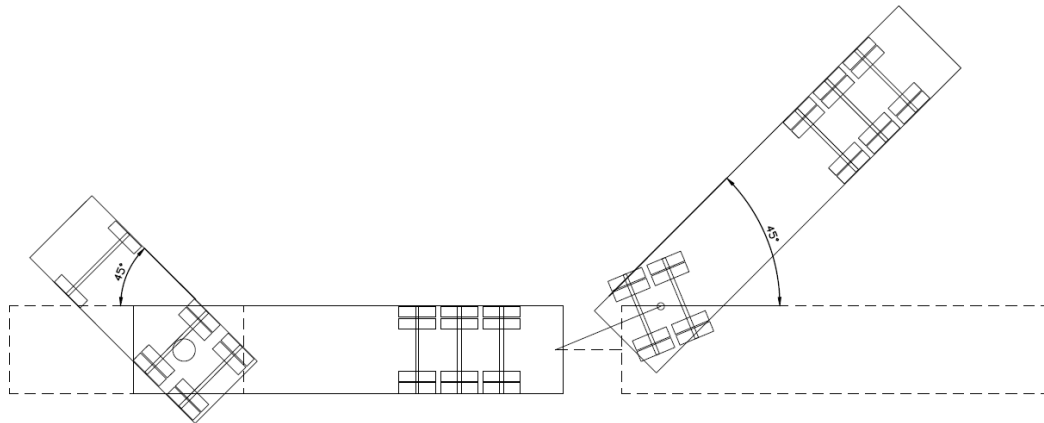
- (a) Articulation – 45° left and right;
- (b) Pitch – 6° forward and 7° rearward;
- (c) Roll – as provided by the coupling.

**10.3.2** There must be sufficient clear gap, as per the below example to achieve the specified angles of rotation:



**10.3.3** The clear gap must be sufficient to enable the trailers to move through all the specified angles of rotation without contacting any other part of the towing vehicles, as per the following two diagrams. The red circles indicate the potential fouling zones.





**Note:** The Trailer Clearance Calculator is available on the Permits and Orders page on the Main Roads website.

## 11 MASS REQUIREMENTS

### 11.1 General Requirements

The modified mass limits specified under this section only apply to a RAV carrying one (1) intermodal container per trailer and no other load.

### 11.2 Maximum Drive Axle Group, Trailer Axle Group & Gross Mass Limits

11.2.1 A RAV must not exceed the mass limits specified in the following table:

RAV Category	Drive Axle Group	Trailer Axle Group 1	Trailer Axle Group 2	Trailer Axle Group 3	Trailer Axle Group 4	Gross Mass	Modified Mass
1	18 t	27 t	-	-	-	57 t	9 t
2	18 t	27 t	-	-	-	57 t	9 t
3 - Option 1	18 t	27 t	20 t	-	-	77 t	9 t
3 - Option 2	18 t	23.5 t	23.5 t	-	-	77 t	9 t
4 - Option 1	18 t	27 t	16.5 t	20 t	-	93.5 t	9 t
4 - Option 2	18 t	23.5 t	17 t	23.5 t	-	94.5 t	9 t
5 - Option 1	18 t	27 t	20 t	20 t	-	97 t	9 t
5 - Option 2	18 t	23.5 t	23.5 t	23.5 t	-	100.5 t	12 t
6 - Option 1	18 t	27 t	16.5 t	20 t	-	93.5 t	9 t
6 - Option 2	18 t	23.5 t	17 t	23.5 t	-	94.5 t	9 t
7 - Option 1	18 t	27 t	20 t	20 t	-	97 t	9 t
7 - Option 2	18 t	23.5 t	23.5 t	23.5 t	-	100.5 t	12 t
8	18 t	23.5 t	23.5 t	23.5 t	23.5 t	124 t	16 t

**Note:** The Gross Mass shown in the above table is the maximum total combination mass with the highest mass allowed on each axle group, including a twin steer axle group.

## 11.3 Maximum Steer Axle Mass Limits

11.3.1 The steer axles on a RAV must not exceed a mass limit specified in the following table:

Axle Group	Mass Limit
Single Steer Axle with tyres <375 mm	6.5 t
Single Steer Axle with tyres ≥375 mm	7.1 t
Twin Steer Axle Group with non-load sharing suspension	10 t
Twin Steer Axle Group with load sharing suspension and tyres <375 mm	11 t
Twin Steer Axle Group with load sharing suspension and tyres ≥375 mm	12 t

## 11.4 Towed Mass Ratio

11.4.1 When a RAV is laden, the total axle group mass of a trailer must not exceed the total axle group mass of the towing vehicle.

11.4.2 For the purpose of this clause, the towing vehicle is:

- (a) For the lead semi-trailer, the prime mover. However, the lead semi-trailer may exceed the mass of the prime mover, provided the drive axle group mass is at least 17t; or
- (b) For a B-trailer, the semi-trailer directly in front; or
- (c) For the dog trailer, the prime mover and lead semi-trailer combined, or the front B-double section combined.

## 12 ACCESS REQUIREMENTS

### 12.1 Approved Roads and Conditions

12.1.1 A RAV must only operate on a road in the Approved Network specified for the particular RAV category in clause 1.1.

12.1.2 A RAV must operate in accordance with any conditions specified for a particular road in the Approved Network.

### 12.2 Speed Restrictions

Unless otherwise specified as a condition for a particular road in the Approved Network, a RAV must not travel at a speed exceeding 10 km/h lower than the posted speed limit, where the posted speed limit is greater than 60 km/h.

## 13 COMPULSORY HEAVY VEHICLE INCIDENT REPORTING

All on-road incidents involving a RAV must be reported to Main Roads Heavy Vehicle Services by the permit holder. The Heavy Vehicle Incident Reporting form is available on the Incident Reporting page on the Main Roads website and it must be submitted within 48 hours of the incident occurring.

## 14 AMENDMENTS TO OPERATING CONDITIONS & ACCESS

### 14.1 Access Approval Suspension & Revocation

- 14.1.1** Approval to operate a RAV may be suspended when road and/or traffic conditions are considered unsuitable. Main Roads personnel, WA Police or Traffic Escort Wardens, may make verbal notification of such suspension.
- 14.1.2** Approval to operate a RAV may be suspended or revoked if the permit holder or vehicle combination fails to comply with any of the requirements specified in these Operating Conditions.

### 14.2 Amendments & Notifications

- 14.2.1** These Operating Conditions are subject to occasional amendments. If amendments are made that impact transport operators, they will be published as an “HVS Update” on the Main Roads website on the first working day of the month. Permit holders and drivers are required to ensure that they are operating vehicles on the public road network in accordance with the current and up to date Operating Conditions.
- 14.2.2** The RAV Networks are subject to periodic amendments, which include additional roads being included in the lists, roads being removed from the lists, or amendments being made to a condition relating to a particular road in the lists. RAV Network updates will be effective from the Wednesday following the amendment and the RAV Networks are maintained on the Main Roads website. Permit Holders and drivers are required to ensure they are operating vehicles on the public road network in accordance with the current and up to date RAV Networks.

Heavy Vehicle Travel Impacts are published when road conditions may impede the movement of Restricted Access Vehicles. Permit Holders and drivers are required to check the Heavy Vehicle Travel Impacts page on the Main Roads website immediately prior to operating the vehicle on the public road network to ensure that there is no relevant information that will impede their vehicle operating on the WA road network.

- 14.2.3** All conditions stipulated in HVS Updates or Heavy Vehicle Travel Impacts must be adhered to.