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Containerised Cargo (import/export) Period Permit Operating Conditions

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Amendments

Revision Number	Revision Date	Description of Key Changes	Section
1	08/09/2020	Updated Compulsory Heavy Vehicle Incident Reporting.	6
2	04/05/2021	Note added to section 5.1.2 regarding further expansion of the Import/ Export Containerised Cargo Networks.	5
3	07/08/2023	Updated Vehicle Category table. Added Trailer Gap Requirements, clarified mass limits and added tow mass ratio.	1, 3 & 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
Import / Export Containerised Cargo Network 1	The Import / Export Containerised Cargo 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.
Import / Export Containerised Cargo Network 2	The Import / Export Containerised Cargo 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.
Import / Export Containerised Cargo Network 3	The Import / Export Containerised Cargo 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.
Import / Export Containerised Cargo Network 4	The Import / Export Containerised Cargo 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.
Intermodal Container	A shipping container designed and built for intermodal freight transport.
Licensing Authority	A Government Authority responsible for the administration of the vehicle licensing provision of the law of the relevant State, Territory or the Commonwealth.
Main Roads Website	www.mainroads.wa.gov.au
Modified Mass	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.
Non-complying Vehicle	A vehicle that does not comply with the vehicle standards and/or dimension requirements prescribed in the <i>Road Traffic (Vehicles) Regulations 2014</i> .
Order	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.
Permit	Means a permit issued under Part 4 of the <i>Road Traffic (Vehicles) Act 2012</i> , which these Operating Conditions form part of.
Permit Holder	The Operator to whom the permit is issued.
Posted Speed Limit	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.
Prime Mover	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.
RAV	An approved vehicle combination to which the “ <i>Containerised Cargo Period Permit</i> ” applies.
Statutory Dimension Limits	The dimension requirements prescribed in Part 8 of the <i>Road Traffic (Vehicles) Regulations 2014</i> .

Term	Definition
Tow Coupling Underrun	The distance the pivot point of a coupling is forward of the rear of the trailer to which it is attached.
Truck	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 The *Containerised Cargo Period Permit* applies to a RAV in the following table when carrying the Approved Product and operating on an Approved Network.

Category 1 RAV			
Category	Vehicle Description	Max. Length	Approved Network
1.1	Prime Mover & Semi-trailer 	≤19.0 m	Import / Export Containerised Cargo Network 1
Category 2 RAV			
Category	Vehicle Description	Max. Length	Approved Network
2.1	B-Double 	≤27.5 m	Import / Export Containerised Cargo Network 2
Category 3 RAVs			
Category	Vehicle Description	Max. Length	Approved Network
3.1	A-Double (Prime Mover, Semi-trailer & 5 Axle Dog Trailer) 	≤27.5 m	Import / Export Containerised Cargo Network 3
3.2	A-Double (Prime Mover, Semi-trailer & 6 Axle Dog Trailer) 	≤27.5 m	Import / Export Containerised Cargo Network 3
Category 4 RAVs			
Category	Vehicle Description	Max. Length	Approved Network
4.1	A-Double (Prime Mover, Semi-trailer & 5 Axle Dog Trailer) 	>27.5 m ≤36.5 m	Import / Export Containerised Cargo Network 4
4.2	A-Double (Prime Mover, Semi-trailer & 6 Axle Dog Trailer) 	>27.5 m ≤36.5 m	Import / Export Containerised Cargo Network 4

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

2 USING A NON-COMPLYING VEHICLE

2.1 Obtaining Exemptions or Modifications

A RAV may consist of a non-complying vehicle mentioned in Clause 2.2, provided the relevant licensing authority has issued the necessary vehicle standards exemption.

2.2 Accepted Non-Complying Vehicles

2.2.1 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 king pin to the centre of rear axle group; and
- (c) The semi-trailer does not exceed 13.2 metres from the king pin to the rear of the trailer; and
- (d) The front of the semi-trailer forward of the king pin 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.

2.2.2 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.

2.2.3 A dolly with a non-complying drawbar 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.

- 2.2.4** 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.

3 DIMENSION REQUIREMENTS

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

3.1 Length Limits

- 3.1.1** A RAV must not exceed the maximum length indicated for the particular vehicle category in clause 1.1.
- 3.1.2** 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).

3.2 Axle Spacings

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

Table A

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

- 3.2.2** Despite sub-clause 3.2.1, a Category 3.1 RAV may comply with the minimum axle spacing requirement specified in the following table:

Table B

Adjacent Axles or Axle Groups	Minimum Distance
Tandem axle group to tri axle group	6.9 m

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

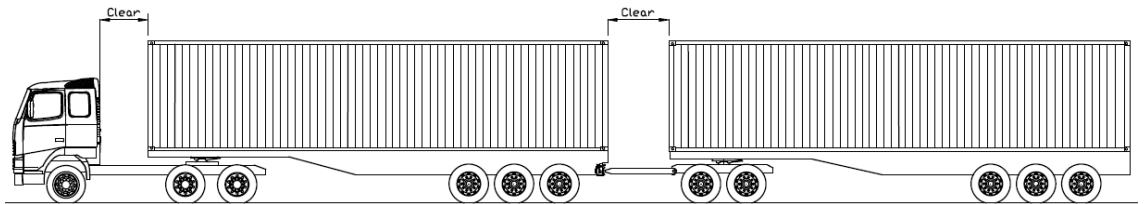


3.3 Trailer Gap Requirements

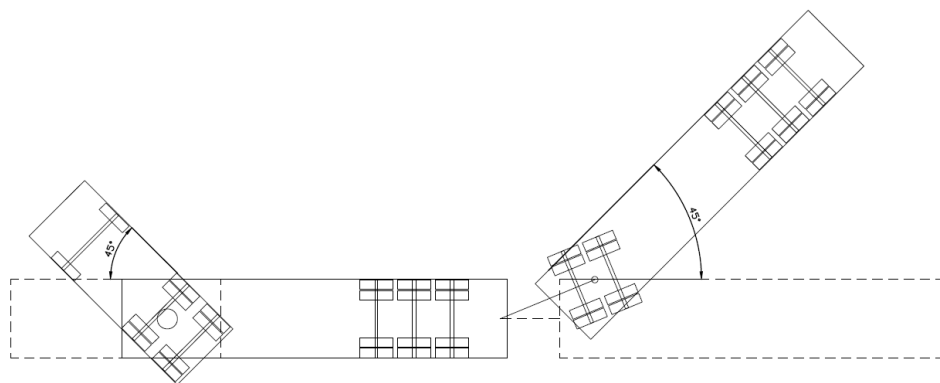
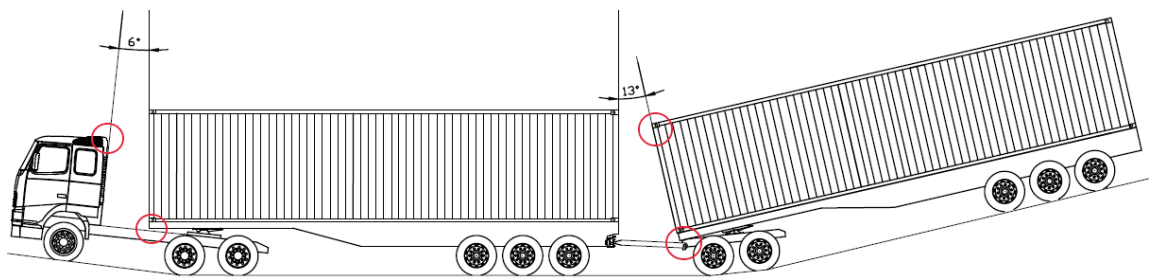
3.3.1 The RAV must be able to achieve the following angles of rotation simultaneously and independently, without any part of the trailer contacting any part of the towing vehicle (i.e. prime mover, lead semi-trailer or converter dolly), including the load:

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

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



3.3.3 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.



4 MASS REQUIREMENTS

4.1 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.

4.2 Maximum Drive Axle Group, Trailer Axle Group & Gross Mass Limits

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

RAV Category	Drive Axle Group	Lead Semi-trailer Tri Axle Group	Converter Dolly Axle Group	Rear Semi-trailer Axle Group	Gross Mass	Modified Mass
1.1	18 t	27 t	-	-	57 t	9 t
2.1 - Option 1	18 t	27 t	-	20 t	77 t	9 t
2.1 - Option 2	18 t	23.5 t	-	23.5 t	77 t	9 t
3.1 - Option 1	18 t	27 t	16.5 t	20 t	93.5 t	9 t
3.1 - Option 2	17.5 t	23.5 t	17 t	23.5 t	93.5 t	9 t
3.2 - Option 1	18 t	27 t	16.5 t	20 t	93.5 t	9 t
3.2 - Option 2	17.5 t	23.5 t	17 t	23.5 t	93.5 t	9 t
4.1 - Option 1	18 t	27 t	16.5 t	20 t	93.5 t	9 t
4.1 - Option 2	17.5 t	23.5 t	17 t	23.5 t	93.5 t	9 t
4.2 - Option 1	18 t	27 t	16.5 t	20 t	93.5 t	9 t
4.2 - Option 2	17.5 t	23.5 t	17 t	23.5 t	93.5 t	9 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.

4.3 Maximum Steer Axle Mass Limits

4.3.1 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 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

4.4 Towed Mass Ratio

4.4.1 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.

4.4.2 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.

5 ACCESS REQUIREMENTS

5.1 Approved Roads and Conditions

- 5.1.1 A RAV must only operate on a road in the Approved Network specified for the particular RAV category in clause 1.1.
- 5.1.2 A RAV must operate in accordance with any conditions specified for a particular road in the Approved Network.

Note: There will be no further expansion of the Import/ Export Containerised Cargo Networks.

5.2 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.

6 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.

7 AMENDMENTS TO OPERATING CONDITIONS & ACCESS

7.1 Access Approval Suspension & Revocation

- 7.1.1 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.
- 7.1.2 Approval to operate a RAV may be suspended or revoked if the operator or vehicle combination fails to comply with any of the requirements specified in these Operating Conditions.

7.2 Amendments & Notifications

- 7.2.1 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. Operators 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.
- 7.2.2 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. Operators 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.
- 7.2.3 Heavy Vehicle Travel Impacts are published when road conditions may impede the movement of Restricted Access Vehicles. Operators and drivers are required to check the Heavy Vehicle Travel Impacts page on the Main Roads website 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.
- 7.2.4 All conditions stipulated in HVS Updates or Heavy Vehicle Travel Impacts must be adhered to.