

36.5 metre Greenmount Hill Access Permit Eligibility & Supporting Evidence Checklist

Pre-permit Requirement	Supporting Evidence Required	Evidence Attached	Qualified (Office use only)
Transporting the particular load by road must not be contestable with rail. As such, when assessing your permit application, we will consult with the Department of Transport to confirm that transporting the particular load by road does not compete with rail.	<ol style="list-style-type: none"> Provide written details of the transport task, including point of origin, destination and specific product(s) being carried. <p>Note: If approved, the specific product(s) will be listed on the permit.</p>	Yes <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Drivers must have a minimum of 3 years of experience in driving road trains and a good driving record. A National Police Clearance is required to confirm the driver does not have any serious traffic convictions before they are approved on the permit. The operator must continue to report any driving convictions once a driver has been approved.	<ol style="list-style-type: none"> Provide a National Police Clearance for each nominated driver; and Written confirmation from the operator for each nominated driver that they have a minimum of 3 years of experience in driving road trains. <p>Note: If approved, the specific driver(s) will be listed on the permit.</p>	Yes <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
The prime mover(s) must be fitted with an Antilock Braking System (ABS) or an Electronic Braking System (EBS) and supply a CAN / TEBS brake application signal.	<ol style="list-style-type: none"> Written confirmation from vehicle manufacturer. 	Yes <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
The semi-trailers must be fitted with a Trailer Electronic Braking System (TEBS), with a fully functional Rollover Stability System (RSS) and a compatible CAN bus connection linking all semi-trailers.	<ol style="list-style-type: none"> Written confirmation from trailer manufacturer. 	Yes <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
The prime mover(s) must be fitted with an engine that meets the emission standards specified in the Vehicle Standard (Australian Design Rule 80/03 - Emission Control for Heavy Vehicles) 2006 (equivalent to Euro 5 Standards).	<ol style="list-style-type: none"> Written confirmation from the prime mover manufacturer/dealer. 	Yes <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>

<p>The prime movers must be fitted with a driver fatigue and distraction monitoring system, with appropriate governance in place to ensure events are managed effectively.</p>	<ol style="list-style-type: none"> 1. Provide photographic evidence of the system fitted, with equipment details to monitor driver fatigue and distraction; and 2. Provide information of the service provider who monitors the service; and 3. Provide the company's policy for managing events. 	<p>Yes <input type="checkbox"/></p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>The prime mover(s) must be installed with an in-vehicle telematics unit and Main Roads Heavy Vehicle Services (HVS) must be provided direct access to the telematics monitoring system. The telematics service provider must provide weekly reports demonstrating all vehicles stop in the mandatory stopping bay at the top of Greenmount Hill to check brakes and descend at a speed of no more than 40 km/h.</p>	<ol style="list-style-type: none"> 1. Main Roads Heavy Vehicle Services is provided login details to the relevant telematics monitoring system; and 2. Written confirmation from the nominated Service Provider that all prime movers are fitted with an in-vehicle telematics unit and the weekly report will be provided. 	<p>Yes <input type="checkbox"/></p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>The prime mover(s) must be fitted with and utilise an auxiliary braking system when descending the hill. Drivers must be familiar with the operation of the particular auxiliary braking system, with training records provided to HVS.</p>	<ol style="list-style-type: none"> 1. Written confirmation from vehicle manufacturer confirming the type of auxiliary braking system fitted; and 2. Training records and Standard Operating Procedures that demonstrate drivers are trained in the operation of the auxiliary braking system. 	<p>Yes <input type="checkbox"/></p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>At least one forward facing camera and one rear-facing camera must be mounted on the prime mover and operate in accordance with the <i>Restricted Access Vehicle Video Recording Requirements</i>, available on the Specific Access Permits page on the Main Roads website. The rear-facing camera must be positioned on the driver's side of the prime mover.</p>	<ol style="list-style-type: none"> 1. Photographic evidence clearly showing the vehicle registration and installed cameras; or 2. Written confirmation from the independent installer. 	<p>Yes <input type="checkbox"/></p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>