

Western Australian Heavy Vehicle Accreditation

WAHVA Operator FAQ's

Q: Who requires Western Australian Heavy Vehicle Accreditation (WAHVA)?

A: Accreditation in WA is mandatory for anyone that:

- Operates B-Double or Road Train Configurations; or
- Operates Truck & Trailer combinations over 42.5 tonnes gross mass; or
- Requires more than four single trips (oversize or overmass) per calendar year; or
- Operates under concessional loading scheme; or Requires an annual Permit or Notice; or
- Operates a RAV exceeding a width of 2.5 metres; or
- Operates a RAV exceeding a height of 4.3 metres; or
- Operates a RAV exceeding a length of 19 metres; and
- Operators who perform, transport tasks for hire or reward.

Q: Who is exempt from WAHVA?

A: Vehicle classifications that are exempt from WAHVA include:

- Buses;
- Special Purpose Vehicles (SPV);
- Agricultural Equipment;
- Vehicles that have a gross mass (GVM) of eight tonne or less;
- Recreational Boat Trailers.

Q: Do interstate operators need WAHVA to operate in Western Australia?

A: Yes, if interstate operators fall into any of the categories of "Who requires Western Australian Heavy Vehicle Accreditation (WAHVA)?".

Q: Do farmers and other seasonal operators need WAHVA to operate in Western Australia?

A: Yes, if farmers and other seasonal operators fall into any of the categories of "Who requires Western Australian Heavy Vehicle Accreditation (WAHVA)?", even if any aspect of the operation is not carried out on a year round basis.

Q: Is it a requirement of WAHVA that the vehicle/s are sighted during the audit?

A: No.

Q: Is WAHVA transferred if a vehicle is sold?

A: No. Accreditation applies to the operator, not the vehicle. Existing permits must be cancelled and applications for new permits submitted to Main Roads in the name of the new operator with proof of change of ownership.

Q: If a transport operator has filled in the Operator Guide, will this suffice as their Management Systems?

A: No. The Operator Guide is **not** a management system but is a tool to assist operators in preparing their management system. They will still need written instructions etc, that meet the requirements of the modules.

Q: The Module Standards refer to written instructions/documents/policies/procedures. Are written instructions/documents/policies/procedures required to be in hardcopy format?

A: No. These can be in either written or electronic format.

Q: Are depots required to be included in the audit?

A: Yes. All depots nationwide are to be included in the audit.

Q: Is a Vehicle Register from the WAHVA Audit Report displaying the dates of current certificate(s) of roadworthiness or Accreditation Roadworthy Vehicle Checklists (no older than twelve months from the date of the audit) to demonstrate roadworthiness for each vehicle (includes trailing equipment), now required to be submitted with all Entry, Systems Entry, Re-Entry and Compliance audits?

A: Yes.

Q: Can operators fill in the Vehicle Register prior to an audit?

A: Yes. The Vehicle Register has been placed in the Operator Guide for operators to use.

Q: A number of operators have developed their own Vehicle Registers which cater for more than just WAHVA. Are they able to continue to use these?

A: Yes, providing they meet all requirements of the WAHVA Vehicle Register.

Q: Are operators still required to have physical evidence of the Roadworthy Inspection / Checklist for all vehicles operating under their Accreditation?

A: Yes. Operators are still required to have evidence of the Roadworthy Inspection / Checklist for all vehicles operating under their Accreditation, as they are all subject to audit.

Q: Are operators still required to submit physical evidence of the Roadworthy Inspection / Checklist for all vehicles operating under their Accreditation?

A: No. The Roadworthy Inspection / Checklist date must be within 12 months of the audit date and will need to be entered into the Vehicle Register. The Vehicle Register is submitted as part of the audit report.

Q: How many Vehicles need to be recorded on the Vehicle Register?

A: All vehicles (including powered and trailing equipment) that is operating or has operated under the Accreditation during the last audit period must be recorded on the Vehicle Register, irrespective of the length of time.

Q: Does the Vehicle Register need to be submitted with every audit report, even if there are no changes from the last audit?

A: Yes. Whilst the vehicle details may not have changed, it is highly probable the "Last Roadworthy Dates" will have.

Q: Can operators fill in the Employee / Driver Names Register prior to an audit?

A: Yes. The Employee / Driver Names Register has been placed in the Operator Guide for operators to use.

Q: What percentage of records does an auditor review during an Entry, Re-Entry or Compliance audit?

A: This will depend on the size of the operator:

- Operators with a fleet of up to five towing units operating under Main Roads WA permit or order - Records for 5 towing units, 5 dollies, 5 trailers and 5 drivers operating under WAHVA must be examined;
- Operators with a fleet of greater than five towing units operating under a Main Roads permit or order - Records for a minimum 10% of the entire fleet and total drivers or 5 towing units, 5 dollies, 5 trailers and 5 drivers operating under WAHVA must be examined, whichever is the greater.

Q: If an operator is not using an AMMS Supplier Member Weighbridge as part of their loading plan, are all load plans for every combination and product required to be verified every quarter?

A: Yes. If there are multiple combinations that are exactly the same and they are transporting the same product, only one is required to be verified. In this scenario the combination to have its weight verified should be rotated each quarter.

Q: What written evidence is acceptable to confirm the vehicle drivers are sleeping in conforms to the requirements of ADR42?

A: Ratings letters or vehicle model specifications from the manufacturer/supplier stating the sleeper berth meets at least the minimum requirements of ADR42.

Q: With regards to the person/s maintaining vehicles, who is deemed suitably qualified or experienced to do so?

A: Trade qualified In-house mechanics/repairers/workshop employees and any person/s who are working under their supervision. Any person/s who have had at least five years' experience in the maintenance of heavy vehicles and external registered suppliers.

Q: What record of the qualification and/or training of the person/s maintaining vehicles are suitably qualified or experienced to do so is acceptable and when is it required?

A: For in-house mechanics/repairers/workshop employees and any person/s who are working under their supervision a copy of their trade qualifications and training records (Internal and/or external). For any person/s who have had at least five years' experience in the maintenance of heavy vehicles, this should be detailed on their Training Record. If external registered suppliers are utilised, it is deemed they have suitable qualifications to undertake the required tasks.