

Accredited Mass Management Scheme

What is the Accredited Mass Management Scheme?

The Accredited Mass Management Scheme (AMMS) is a concessional loading scheme that replaces similar schemes that were previously available, including the Certified Weighbridge Mass Management Scheme and the Concessional Loading Bulk Products Scheme.

Other existing concessional loading schemes include the Concessional Livestock Scheme and the Import / Export Containerised Cargo Concessional Scheme.

AMMS was developed in consultation with the Ministerial Heavy Vehicle Advisory Panel to provide the transport industry with a more flexible concessional loading scheme that allows more transport operators access to concessional mass limits, provided they have suitable loading controls in place.

This results in more transport operators controlling their loading, which reduces potential for overloading and consequently improves road safety and reduces road damage.

AMMS allows for approved tandem drive and tri drive combinations to operate at three (3) concessional mass levels and does not prescribe the specific loading control methods that must be used or restrict commodity types, which was the case with previous schemes.

Rather, it allows for any product and any proven loading control method to be used and the loading controls must be able to control both the gross mass limit and axle group mass limits that apply to the vehicle.

However, because AMMS does not prescribe what specific loading control methods must be used, the vehicle does not necessarily need to be weighed over a weighbridge for each load if other control methods are being used.

AMMS Mass Levels

There are three (3) approved mass levels under AMMS, as shown in the following table:

	Tandem Axle Groups	Tri Axle Groups
Level 1	17.0 t	21.5 t
Level 2	17.0 t	22.5 t
Level 3	17.5 t	23.5 t

AMMS Benefits

AMMS provides significant benefits to both the transport industry and the road asset owners. Some of the key benefits are:

- Clear publication of the approved concessional road networks available to vehicles operating under AMMS, reducing the risk of transport operators travelling on non-approved routes and providing equal access to all transport operators.
- By allowing any proven loading control method to be used for any commodity type, it provides the opportunity for more transport operators to operate under a scheme aimed at controlling loading.
- Transport operators on AMMS will be audited regularly, providing assurances their vehicles are being loaded within the allowable limits, improving road safety and road infrastructure protection and sustainability.

AMMS Relationship to WA Heavy Vehicle Accreditation

To obtain an AMMS permit, the transport operator must be accredited under all 5 accreditation modules of the WA Heavy Vehicle Accreditation (WAHVA) Scheme, which includes the Mass Management Module.

The Mass Management Module was developed to meet the legal obligations under the *Road Traffic*

(Vehicles) Act 2012, which stipulates standards need to be prescribed to satisfy the Commissioner of Main Roads that an accredited transport operator has sufficient systems in place to ensure compliance with mass requirements. These prescribed standards are the Mass Management Module.

At this point in time, the Mass Management Module only applies to AMMS and the Performance Based Standards Scheme. The Mass Management Module may be applied to other concessional loading schemes / extra mass permits in the future.

The Mass Management Module requires auditable records to be kept for each load. These records can be a simple 'running sheet' or docket that has been signed by the driver to show the vehicle has been loaded in the manner specified in the relevant loading plan.

Some examples of acceptable records that show the vehicle has been loaded as per the loading plan are as follows:

- Keep a running sheet showing each load and simply sign beside each load to confirm it was loaded in accordance with the loading plan.
- Record the weight of each trailer unit on the running sheet and sign the running sheet to confirm each load was loaded in accordance with the loading plan.
- Keep a weighbridge docket showing the weight of each trailer unit and sign the weighbridge docket to confirm the vehicle was loaded in accordance with the loading plan.
- Keep a basic illustration template to show where a particular product needs to be loaded on the vehicle and the driver signing it to acknowledge the load has been loaded in this manner.

Further information about the accreditation requirements is available on the Accreditation & Auditing page on our website.

AMMS Relationship with Chain of Responsibility Legislation

The *Road Traffic (Vehicles) Act 2012* and the associated regulations, also known as Chain of Responsibility (CoR) legislation, stipulates that it is an offence for a vehicle to travel on the road in excess of a mass requirement, including the gross mass limit and the axle group mass limits.

There is often a misconception that AMMS introduced the requirement to control axle group masses. This is not the case and the requirement to control axle group mass to ensure compliance with all mass limits has always been a legislative requirement.

There is also often a misconception that suppliers / consigners have changed their procedures because of

AMMS. Many supplier / consigners have introduced new procedures and insist on vehicles being weighed (including axle groups) prior to departing their site.

This is because these companies recognise, they are part of the "Chain of Responsibility" and have introduced reasonable steps to help limit their liability for an overloading offence. This requirement has not been introduced by AMMS.

If a transport operator has a valid AMMS permit, they must be accredited under the Mass Management Module. This means they have declared to Main Roads that they have sufficient loading controls in place, and they have verified the accuracy of these loading controls.

An independent auditor then conducts audits to confirm the transport operator has the system in place to control their loading, including auditing records that demonstrate the transport operator has completed the verification process and loads each vehicle in accordance with their loading plan.

As such, a supplier / consigner would not be considered liable for an overloading offence under CoR if they have loaded a transport operator's vehicle in accordance with that transport operator's loading plan.

However, in the event multiple overloads are detected coming out of a particular supplier's / consigner's site and the overloads are on vehicles owned by separate transport operators, Main Roads will investigate the supplier / consigner, as this may indicate they are not loading in accordance with the loading plans or there is an issue with the supplier's / consigner's loading equipment.

Therefore, the supplier / consigner needs to take all reasonable steps to ensure the vehicle is being loaded in the manner specified by the transport operator in their loading plan and the loading equipment is adequately maintained and calibrated.

Obtaining & Maintaining an AMMS Permit

Step 1 - Establishing a loading plan

A transport operator may do this by conducting several onsite test weighs to determine if a specific method of loading a particular product consistently results in the vehicle complying with the allowable mass limits.

This can be done by weighing the vehicle combination using a weighbridge or portable scales. Once proven it works, the ongoing loading control method does not need to include physically weighing the vehicle.

Step 2 – Recording a loading plan

Once the loading control method has been proven, it is recorded in the transport operator's loading plan.

Step 3 – Applying for an AMMS Permit

AMMS permits are available for a 6 or 12 month duration and the relevant permit fee is charged in

accordance with the *AMMS Period Permit Fee Schedule*.

Suitably accredited transport operators are required to complete an *Accredited Mass Management Scheme (AMMS) Permit Application* that must be signed to declare they have appropriate loading control methods in place to ensure compliance with the allowable mass limits.

The transport operator is then issued the requested AMMS permits for each prime mover they have applied for. Appropriate loading control methods must be in place from the time of permit application.

Step 4 - Verification of the loading plan

This must occur every 3 months at a minimum, unless exempted by a Recognised Loading Control Method, and this can be done by weighing the vehicle (including axle groups) using a certified weighbridge or portable scales.

The transport operator must keep records to show their auditor they have completed the verification process, including the identification of the weighing device that was used. If a weighing device other than an AMMS Approved Weighbridge is used, they will need to be able to demonstrate it has been certified or calibrated according to the manufacturer specifications.

The ongoing verification process for the transport operator's loading plan is not necessary if the loading control method involves the vehicle's axle groups being physically weighed and recorded each time the vehicle is loaded.

Step 5 – Keeping Load Records

To meet the requirements of the Mass Management Module, auditable records must be kept demonstrating to the auditor that the vehicle has been loaded as per the loading plan each time. This could be as simple as a signed declaration from the driver.

Using an AMMS Approved Weighbridge

Where a company operates a weighbridge and that weighbridge is used by transport operators as their sole loading control method, the weighbridge can be listed as an AMMS Approved Weighbridge, provided it meets the following requirements:

- The weighbridge has a current certificate of verification (i.e., calibration documentation) from the National Measurement Institute.
- The weighbridge can weigh a vehicle's gross mass and axle group weights.
- The weighbridge can record or display the axle group weights (or the rolling-on cumulative vehicle mass for the driver to record).

Transport operators using an AMMS Approved Weighbridge as their sole loading control method will only need to refer to the specific weighbridge, as opposed to developing a full loading plan, for the

purpose of meeting the relevant Mass Management Module Standards.

The site will be able to provide the driver with a weigh docket showing the axle group weights and gross mass of the vehicle or display the weights for the driver to manually record, which will provide adequate records for auditing purposes.

The maintenance and operation of the weighbridge remains the responsibility of the weighbridge operator including verification and calibration documentation being kept current.

The *AMMS Approved Weighbridge List* is published on the Accredited Mass Management Scheme (AMMS) page on our website.

AMMS Operating Conditions

Transport operators must ensure they familiarise themselves with the relevant AMMS Operating Conditions that apply to the approved combination they are operating. These include:

- The Accredited Mass Management Scheme (AMMS) - Prime Mover, Trailer Combinations Operating Conditions.
- The Accredited Mass Management Scheme (AMMS) – The Truck, Trailer Combinations Operating Conditions.
- Accredited Mass Management Scheme (AMMS) - Tri Drive Prime Mover, Trailer Combinations Operating Conditions.
- The Accredited Mass Management Scheme (AMMS) - Tri Drive Truck, Trailer Combinations Operating Conditions.

Approved Concessional Networks

A vehicle operating under an AMMS permit must only be driven on the relevant approved Concessional Network. The Concessional Networks are published in the form of Road Tables or are available on the RAV Mapping Tool on the Main Roads website.

Other Resources

We have developed several other helpful resources to assist transport operators, which are available on Accredited Mass Management Scheme (AMMS) page on our website. These include:

- Mass Management System Example Templates.
- Recognised Loading Control Methods.
- Loading Plan Templates.

Further Information

Further information is available on the Accredited Mass Management Scheme (AMMS) page on our website or contact the Heavy Vehicle Helpdesk on 138 486.