



mainroads
WESTERN AUSTRALIA

Accredited Mass Management Scheme (AMMS) Information Sheet

What is AMMS?

AMMS is a concessional loading scheme, similar to the schemes it replaced, i.e. the Certified Weighbridge Mass Management Scheme (CWMMS) and the Concessional Loading Bulk Products Scheme (CLBPS). 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 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.

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:

	Single Steer Axle	Tandem Axle Group	Tri Axle Group
Level 1	*6.0-7.0t	17.0t	21.5t
Level 2	*6.0-7.0t	17.0t	22.5t
Level 3	*6.0-7.0t	17.5t	23.5t

*Note: Steer axle mass limits are subject to tyre size and vehicle ratings, as per the Exemption Notice.

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 with WAHVA

To obtain an AMMS permit, the transport operator must be accredited under all 4 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 operator has sufficient systems in place to ensure compliance with mass requirements. These prescribed standards are the Mass Management Module.

The Mass Management Module is similar to the Fatigue Management Module, Maintenance Management Module and Dimension & Loading Management Module, which are also prescribed standards under the *Road Traffic (Vehicles) Act 2012*.

At this point in time, the Mass Management Module only applies to AMMS and the Performance Based Standards (PBS) 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; or*
- *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; or*
- *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; or*
- *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.*

For further information about the Mass Management Module and WAHVA requirements, visit

<https://www.mainroads.wa.gov.au/UsingRoads/HeavyVehicles/Accreditation/Pages/Accreditation.aspx>

AMMS Relationship with CoR

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 as a result of AMMS. However, many supplier / consigners have introduced new procedures and are insisting 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 are introducing steps to 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 WA Heavy Vehicle Accreditation 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 a system in place to control their loading and audits the 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 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 and Maintaining an AMMS Permit

Step 1 - Establish a loading plan – An operator may do this by conducting a number of 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 operator's loading plan.

Step 3 – Applying for an AMMS Permit – Suitably accredited transport operators are required to complete an AMMS Application Form that must be signed to declare they have appropriate loading control methods in place to ensure compliance with the allowable mass limits.

The 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.

Keep records to show your auditor you 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, you will need to be able to demonstrate it has been certified or calibrated according to the manufacturer specifications.

The ongoing verification process for the 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 – Keep Load Records – To meet the requirements of the Mass Management Module, auditable records must be kept to show an auditor the vehicle has been loaded as per the loading plan each time. This could be 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 (NMI).
- 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.

Further Information

For more information about AMMS please visit the AMMS page on our website at <https://www.mainroads.wa.gov.au/UsingRoads/HeavyVehicles/Permits/Pages/AMMS.aspx> or contact the Main Roads Heavy Vehicle Services Helpdesk on 138 486.