Information Sheet
October 2025
D17#643634

# Concessional Loading

## What is Concessional Loading?

Concessional loading is where Main Roads Heavy Vehicle Services (HVS) approves mass limits exceeding the statutory mass limits prescribed in the *Road Traffic (Vehicles) Regulations 2014.*

To operate a vehicle with concessional loading, the operator must obtain a permit from HVS. Several permits are available that allow concessional loading, which include:

- The Accredited Mass Management Scheme (AMMS) Period Permit
- The Accredited Containerised Freight (ACF) Period Permit
- Performance Based Standards (PBS) Scheme Period Permits
- The Concessional Livestock Period Permit

## Concessional Mass Limits

Refer to table in *Appendix 1* for the concessional mass limits.

## Concessional Loading Benefits

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

- Concessional mass is only approved when the transport operator has adequate loading controls in place, which reduces the risk of overloading.
- Concessional loading reduces the number of vehicle movements, which consequently reduces risk exposure and the likelihood of a serious accident, as well as reducing carbon emissions, heavy vehicle noise, traffic congestion and transport costs.
- Clear publication of the approved concessional road networks available to vehicles operating under concessional loading permits, reduces the risk of transport operators travelling on non-approved routes and providing equal access to all transport operators.

## Loading Controls

Vehicles operating under a concessional loading permit are required to have adequate loading controls in place.

For AMMS and PBS Period Permits, the transport operator is required to be accredited under the WA Heavy Vehicle Accreditation (WAHVA) Mass Management Module, which requires the operator to have documented loading controls in place and maintain auditable load records.

Similarly, the ACF Period Permit requires the transport operator to be accredited under the WA Heavy Vehicle Accreditation Mass Management Module and the vehicle must either be weighed over a verified weighbridge, or the vehicle must be fitted with a monitored On-board Mass Management system.

Vehicles operating under the Concessional Livestock Period Permit have volumetric loading controls, as they must comply with trailer deck length limits and a Code of Practice that specifies the loading density for livestock.

## Relationship to WA Heavy Vehicle Accreditation

To obtain an AMMS, ACF or PBS permit, the transport operator must be accredited under all 5 accreditation modules of the 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.

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.

Establishing a loading plan is vital to ensure the vehicle complies with the allowable mass limits each time it is loaded with a particular product and utilising the chosen loading controls.

The loading plan is where the proven loading controls must be clearly stated and the transport operator must ensure relevant staff are suitably trained accordingly. Adequate records must be kept showing the vehicle is always loaded in accordance with the loading plan. Some examples of acceptable records include:

- 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 loading plan illustration template to show where a particular product needs to be loaded on the vehicle and the driver signing it to verify the load has been loaded in this manner.

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

## Relationship to 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.

If a transport operator has a valid AMMS, ACF or PBS permit, they must be accredited under the Mass Management Module. This means they have declared to HVS 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 is unlikely to 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, HVS 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.

## Permit Operating Conditions

Transport operators must ensure they familiarise themselves with the relevant Operating Conditions that apply to the particular concessional loading permit. These include:

- Accredited Mass Management Scheme (AMMS) - Prime Mover, Trailer Combinations Operating Conditions
- Accredited Mass Management Scheme (AMMS) – The Truck, Trailer Combinations Operating Conditions
- Accredited Mass Management Scheme (AMMS) - Tri Drive Prime Mover, Trailer Combinations Operating Conditions
- Accredited Mass Management Scheme (AMMS) - Tri Drive Truck, Trailer Combinations Operating Conditions
- Accredited Containerised Freight Period Permit Operating Conditions
- Performance Based Standards (PBS) Scheme Standard Operating Conditions

## Approved Concessional Networks

A vehicle operating under a concessional loading permit must only be driven on the relevant approved Concessional Network, which is specified within the Operating Conditions or permit. 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 Accreditation & Auditing 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 relevant concessional permit page on our website or contact the Heavy Vehicle Helpdesk on 138 486.

## Appendix 1 – Concessional Loading Mass Limits (Click here to return)

The AMMS Period Permit allows the following mass limits:

| | 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 |

The PBS Period Permits allow the following mass limits:

| | Tandem Axle Groups | Tri Axle Groups | Quad Axle Groups |
|---|---|---|---|
| **Level 1** | 17t | 21.5t | 24t |
| **Level 2** | 17t | 22.5t | 27t |
| **Level 3** | 17.5t | 23.5t | 28.5t |

The Concessional Livestock Period Permit allows the following mass limits:

| Tandem Drive Axle Groups | Dolly Tandem Axle Groups | Trailer Tri Axle Groups |
|---|---|---|
| 18.5 t | 18.5 t | 23 t |

The ACF Period Permit allows the following mass limits:

| RAV Category | Drive Axle Group | Trailer Axle Group 1 | Trailer Axle Group 2 | Trailer Axle Group 3 | Trailer Axle Group 4 | Gross Mass | Modified Mass |
|---|---|---|---|---|---|---|---|
| **1** | 18 t | 27 t | - | - | - | 57 t | **9 t** |
| **2** | 18 t | 27 t | - | - | - | 57 t | **9 t** |
| **3 - Option 1** | 18 t | 27 t | 20 t | - | - | 77 t | **9 t** |
| **3 - Option 2** | 18 t | 23.5 t | 23.5 t | - | - | 77 t | **9 t** |
| **4 - Option 1** | 18 t | 27 t | 16.5 t | 20 t | - | 93.5 t | **9 t** |
| **4 - Option 2** | 18 t | 23.5 t | 17 t | 23.5 t | - | 94.5 t | **9 t** |
| **5 - Option 1** | 18 t | 27 t | 20 t | 20 t | - | 97 t | **9 t** |
| **5 - Option 2** | 18 t | 23.5 t | 23.5 t | 23.5 t | - | 100.5 t | **12 t** |
| **6 - Option 1** | 18 t | 27 t | 16.5 t | 20 t | - | 93.5 t | **9 t** |
| **6 - Option 2** | 18 t | 23.5 t | 17 t | 23.5 t | - | 94.5 t | **9 t** |
| **7 - Option 1** | 18 t | 27 t | 20 t | 20 t | - | 97 t | **9 t** |
| **7 - Option 2** | 18 t | 23.5 t | 23.5 t | 23.5 t | - | 100.5 t | **12 t** |
| **8** | **18 t** | **23.5 t** | **23.5 t** | **23.5 t** | **23.5 t** | **124 t** | **16 t** |