

1. What are the benefits of accreditation

- improved safety
- improved community confidence
- consistent standards
- improved productivity and efficiency
- improved skills and accountability of drivers and mechanics
- reduced vehicle downtime
- greater confidence in the condition of the company's vehicles
- improved driver morale
- better relationships with enforcement agencies
- reduced impact of enforcement

2. What is involved?

Accreditation involves two modules that transport operators are required to implement into their daily work practices. These are fatigue management and vehicle maintenance.

Transport operators can purchase an approved system or modules that cover fatigue and maintenance requirements, or develop their own.

Main Roads has developed a free system. A package can be obtained by phoning 08 9311 8450.

3. Who requires accreditation?

Any individuals or organisations that operate a Restricted Access Vehicle. You also need accreditation if you have more than four (4) single trip permits a year. Accreditation does not apply to buses, cranes, agricultural equipment, vehicles that have a Gross Vehicle Mass (GVM) of 8 Tonne or less and trucks that do not require a permit to operate.

4. Do farmers require accreditation?

Yes. Accreditation includes any entity that requires a heavy vehicle permit for carrying out a commercial operation. Farmers who operate B-doubles, for example, must obtain accreditation for both modules.

5. Are sub-contractors included?

Yes, in one of two ways:

- subcontractors will operate under the prime contractors accreditation scheme; or
- prime contractors will require that sub-contractors have their own accreditation schemes and provide proof of current accreditation.

6. How do I get accredited?

Contact:

<http://massmanagement.com.au>

7. Are vehicles accredited?

No. However, they must be under someone's accreditation to be used in permit combination.

8. Who is responsible for what when I pull someone else's trailers?

You are completely responsible for your prime mover and your trailers. You are also responsible for the daily checks and fault reporting on the other person's trailers. As a driver, you are responsible for keeping your driving hours under control and taking breaks. If the person whose trailers you are pulling told you where to go and when to get there, then that person must ensure that the scheduling is within the fatigue standards.

9. What happens when I fail an audit?

Failure to submit an audit report may put your accreditation in jeopardy. For non-conformances, it is common for you and the auditor to agree on a time to fix it. It may be possible for you to send the correction to the auditor for sign-off. In some cases, the auditor may need to make a further visit to check the correction is working.

10. Do all drivers of accredited vehicles require a medical?

Yes, generally, you will require a medical every three years.

11. Is there a questionnaire for presentation to the doctor during the medical?

Yes. It is included on the kit we send out and is on the NRTC website. The same questionnaire is used when obtaining a dangerous goods licence.

12. How long can you drive within a 24 hour period?

WA Fatigue management Regulations require that there can be no more than 17 hours between breaks of at least 7 continuous hours of non work time; also a Commercial Vehicle Driver must have 27 hours of non work time in any 72 hour period. It is possible to work for 17 hours on two consecutive days but no more than 11 hours the next day (this is not recommended). There should be at least two periods of 24 continuous hours of non work time in any 14 day period and a maximum of 168 working hours in any 14 day period. Working hours include driving hours and work incidental to driving, so time on a header counts as working time therefore is included as part of the 17 hours.

13. Does the vehicle have to be sighted during the audit?

If there are less than five vehicles in the fleet, the auditor should be able to check them all. For larger fleets, the auditor should check five combinations or 10% of the fleet, whichever is greater.

14. Who checks the roadworthiness of a vehicle?

Qualified mechanics can do the roadworthiness check or a competent person with at least five years experience in maintaining heavy vehicles.

15. What training is required for small fleets/number of drivers when changing vehicles, performing daily checks, etc?

All drivers, supervisors, schedulers and any person checking trip records or rostering drivers require training in the Western Australian Fatigue Management Regulations. The minimum standard required for a driver is F10 training or the certificate issued by WorkSafe WA. All drivers, owner/operators, managers, must understand the Maintenance Management System and have the appropriate knowledge and skills to carry out the tasks given to them. This includes small operators but the number of people who require the training is reduced and the systems in use can be on a smaller scale.

16. How much fatigue documentation is required for owner/operators?

This depends on the size of the company, but the amount provided in the kit is nearly enough for most people.

17. Is the vehicle accreditation transferred if the vehicle is sold?

No.

18. What happens if we already have a quality system in place?

If the maintenance system meets our standards then it can be accepted as part of the audit, eg. TruckSafe or National Heavy Vehicle Accreditation Scheme. Any fatigue system must relate to the WA Fatigue Regulations. Your auditor can provide you with guidance on this.

19. Do the accreditation fees cover the cost of the permits?

No.

20. Do you have to keep records for the times when you're not using the vehicle under permit?

Yes, if it is in the fleet treat it the same at all times.

21. Why is accident/incident reporting important?

Accident/incident reports must go to the management of your company, particularly if they compromise the safety of your vehicle. Fatigue incident reports are a requirement under the Code. Incidents need to be reported to the scheduler to prevent the problem occurring again.

22. Do truck rental companies require accreditation for their hire trucks?

Yes.

23. Can I get a temporary permit while I become accredited?

Yes, however, you must obtain accreditation within three months.