

National Heavy Vehicle Accreditation Scheme (NHVAS)

Since 10 February 2014, the NHVR has been the single administrator and national point of contact for the NHVAS.

Eligibility

To be eligible for accreditation under NHVAS, operators need to provide documentary and audit evidence that they comply with the relevant NHVAS module's standards. An operator must:

- read and understand the NHVAS Business Rules and relevant module standards
- develop and maintain an in house safety management system
- document the procedures that staff must follow to achieve compliance with NHVAS standards
- produce (and keep for audit) documents and other evidence that prove compliance with the relevant standards
- undergo independent audits
- be an individual or company to be granted accreditation.

NHVAS Business Rules update

New NHVAS Business Rules were released on 1 March 2015 and further revised in June 2015, with the NHVR heightening its responsibility for the management, monitoring and registration of NHVAS Approved Auditors.

Operators must submit a Compliance Audit Notification (CAN) form no later than 28 days prior to the date of the audit being conducted.

The NHVR may nominate a different auditor to the one nominated on the CAN form or request the operator to choose a different auditor.

An auditor or consultant can no longer be nominated by the operator as a Third Party to act on behalf of the operator's accreditation.

An application to maintain accreditation may be submitted up to 6 months early but no later than 1 month prior to the expiry date.

Improvements to NHVAS

We are committed to improving the NHVAS application process. Based on industry feedback, we have made a number of changes to forms and the online processes to make the application process easier.

Improvements since 1 March 2015 include:

- a simpler, step-by-step process for online applications through the NHVR website that will guide you to the right forms and prompt you for the right information
- streamlining and setting performance targets for the types of applications we receive, such as NHVAS amendments, replacement labels and maintain accreditation applications
- forms have been revised to include the operator's declaration as part of the form, rather than having to fill out an additional form
- fast-tracking of simple online transactions.

Operators can also assist in speeding up application processing time by:

- making sure applications are fully completed with accurate information, and all the necessary documents are attached
- lodging applications online, as you will receive a unique case number making it easier for you to make enquires and check progress.

The NHVAS was first offered to industry in 1999 as an alternative compliance scheme.

It has since evolved as a formal process for recognising operators who have robust safety and other management systems in place.

It is also increasingly being used to show compliance with general duty requirements under road transport law.

Benefits of NHVAS accreditation

Mass Management

- Operators with mass management accreditation can operate at concessional mass limits (CML).
- Under the mass management module, operators are required to develop a management system that ensures they have a loading system that controls both axle and gross mass within the concessional mass limits (CML).

New record keeping requirements:

- Trip records are only required to be recorded when the vehicle/combinations are loaded above general mass limits (GML).
- Only when the trip involves an axle or gross vehicle mass above GML will the operator be required to keep a mass record for the trip.
- Both axle and gross mass records are to be kept where practical, however as a minimum the gross mass records must be kept for every trip the vehicle takes when loaded above GML.
- The gross mass and individual axle group masses are still to be verified in line with an operator's mass management system, at the operator's predetermined time frame. The verification process is done using a certified weighbridge that provides a record detailing when and which vehicle was weighed, along with the mass of all individual axle groups and the gross mass of the vehicle.
- The verification process is quite different to the assessment (loading method/process) of the mass of the vehicle prior to commencement of each trip.

The operator's policies and procedures must contain, at a minimum, adequate controls that ensure individual axle group masses and gross mass remain within the legal limits.

These enhancements are a result of the NHVR working with industry to find best practice methods that provide productivity improvements while maintaining the integrity of the NHVAS and the associated standards.

Maintenance Management

- Operators with maintenance management accreditation have systems in place to ensure more responsibility is taken to ensure their vehicles are safe at all times.

Basic Fatigue Management (BFM)

- Operators with BFM accreditation can operate under more flexible work and rest hours, allowing, for example, a total of up to 14 hours work in a 24 hour period.
- BFM provides operators flexibility for when drivers can work and rest, as long as the risks of driver fatigue are managed.

Advanced Fatigue Management (AFM)

- AFM brings a genuine risk management approach to managing heavy vehicle driver fatigue. Rather than prescribing work and rest hours, AFM offers more flexibility than Standard Hours or BFM, in return for the operator demonstrating greater accountability for managing drivers' fatigue risks.

About the NHVR

The National Heavy Vehicle Regulator (NHVR) is Australia's dedicated independent regulator for heavy vehicles over 4.5t gross vehicle mass.

The NHVR was created to administer one set of rules for heavy vehicles under the Heavy Vehicle National Law, improve safety and productivity, minimise the compliance burden on the heavy vehicle transport industry and reduce duplication and inconsistencies across state and territory borders.

For more information:

subscribe www.nhvr.gov.au/subscribe
visit www.nhvr.gov.au
email accreditation@nhvr.gov.au
fax 07 3309 8777
post PO Box 492, Fortitude Valley Qld 4006
tel 1300 MYNHVR* (1300 696 487)

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