11 September 2026

Alternative Compliance Accreditation – Fatigue (ACA-F) Templated Tables of Hours

On 1 August 2026, the National Heavy Vehicle Accreditation Scheme (NHVAS) began transitioning to the Heavy Vehicle Accreditation (HVA) scheme. This transition aligns with the amended Heavy Vehicle National Law (HVNL), which includes phasing out Basic Fatigue Management (BFM) and Advanced Fatigue Management (AFM) accreditation. These forms of fatigue accreditation will be replaced with a single Alternative Compliance Accreditation – Fatigue (ACA-F). Applying for ACA-F requires a safety management system (SMS) to be developed and implemented through General Safety Accreditation (GSA). Further information about GSA and applying for ACA-F is available here.

When applying for ACA-F, operators are required to propose work and rest options for NHVR review and assessment. To support this process, the NHVR has developed ten templated Tables of Hours (work and rest options) that operators may choose from. Operators may also develop their own bespoke Table for assessment.

Each of the templated Tables is described below, including the features available in regard to work and rest hours. Of note, the NHVR is bound by legislated outer limits, which are the minimum amount of rest (7 hours) and maximum amount of work (15.5 hours) over a 24-hour period that can be approved under ACA-F for solo drivers.

Table 1

This Table of Hours is similar to the work and rest hours that were available under BFM accreditation. The key difference is the reset rest break required per 14-day counting period; this has been increased from 24 to 30 hours.

Note: Concurrent rest (s22 of the Heavy Vehicle (Fatigue Management) National Regulation), which allows some BFM rest requirements to be fulfilled concurrently, does not apply to Alternative Compliance Hours.

Counting period	Maximum work	Minimum rest
6 ¼ hours	6 hours	15 continuous minutes
9 hours	8 ½ hours	30 minutes in blocks of 15 continuous minutes
12 hours	11 hours	60 minutes in blocks of 15 continuous minutes
24 hours	14 hours	10 hours which includes 7 hours continuous stationary rest[1]
7 days (168 hours)	36 hours long/night work time[2]	No limit set
14 days (336 hours)	144 hours	192 hours which includes 24 hours continuous stationary rest[1] taken after no more than 84 hours work AND 30 continuous hours stationary rest*[1,3] AND 2 x accredited night rest breaks[4]

[1] Stationary rest is the time a driver spends out of a fatigue-regulated heavy vehicle or in an approved sleeper-berth of a stationary fatigue-regulated heavy vehicle.

[2] Long/night work is any work time (outside of the period between 00:00-06:00) that exceeds 12 hours of work in a 24-hour period, OR any work time between 00:00-06:00 (or the equivalent hours in the time zone of the base of the driver). Both long and night work must be counted together, with the 36-hour limit applying to the collective amount.

[3] 30 continuous hours stationary rest must include the period between 00:00 on a day and 06:00 on the following day (using the time zone of the base of the driver).

[4] Accredited night rest breaks are 7 continuous hours stationary rest taken between the hours of 22:00 on a day and 08:00 on the following day (using the time zone of the base of the driver).

*Signifies the longest major rest break for this period, as more than one rest provision exists. This Counting Period is counted forward from the completion of the longest major rest break.

Table 2

This Table of Hours is similar to work and rest hours that were available under AFM accreditation that allowed for:

- Up to 6 hours of work before a rest break is required.
- Up to 15 ½ hours of work in a 24-hour period (with 14 hours not to be exceeded on consecutive days).
- Up to 6 night work periods in 14 days.

Note: This Table of Hours has an elevated risk profile, as per the Risk Classification System Matrix. Accreditation applications that include this Table may require specialist review to ensure risks are appropriately managed and may incur additional application fees.

Counting period	Maximum work	Minimum rest
6 ½ hours	6 hours	30 minutes in blocks of 15 continuous minutes
24 hours	15 ½ hours[1,2]	8 ½ hours which includes 7 hours continuous stationary rest[3]
3 days (72 hours)	45 hours	27 hours
14 days (336 hours)	154 hours	182 hours which includes 6 x accredited night rest breaks[4] AND 30 hours continuous stationary rest*[3,5]

[1] Work time between 00:00-06:00 is permitted no more than 6 times in a 14-day period.

[2] Work time must not exceed operating limits of 14 hours on consecutive days.

[3] Stationary rest is the time a driver spends out of a fatigue-regulated heavy vehicle or in an approved sleeper-berth of a stationary fatigue-regulated heavy vehicle.

[4] Accredited night rest breaks are 7 continuous hours stationary rest taken between the hours of 22:00 on a day and 08:00 on the following day (using the time zone of the base of the driver).

[5] 30 continuous hours stationary rest must include the period between 00:00 on a day and 06:00 on the following day (using the time zone of the base of the driver).

*Signifies the longest major rest break for this period, as more than one rest provision exists. This Counting Period is counted forward from the completion of the longest major rest break.

Table 3

This Table of Hours is similar to work and rest hours that were available under AFM accreditation that allowed for:

- Up to 6 hours of work before a rest break is required.
- Up to 15 ½ hours of work in a 24-hour period (with 14 hours not to be exceeded on consecutive days, or used more than three times in 14 days).
- Up to 10 night work periods in 14 days.

Note: This Table of Hours has an elevated risk profile, as per the Risk Classification System Matrix. Accreditation applications that include this Table may require specialist review to ensure risks are appropriately managed, and may incur additional application fees.

Counting period	Maximum work	Minimum rest
6 ½ hours	6 hours	30 minutes in blocks of 15 continuous minutes
24 hours	15 ½ hours[1]	8 ½ hours which includes 7 hours continuous stationary rest[2]
14 days (336 hours)	154 hours	182 hours which includes 2 x accredited night rest breaks[3] AND 48 hours continuous stationary rest*
28 days (672 hours)	288 hours	384 hours which includes 4 x accredited night rest breaks[3] AND 2 x 48 hours continuous stationary rest*

[1] Work time must not exceed operating limits of 14 hours on consecutive days, and no more than 3 times in any 14-day period.

[2] Stationary rest is the time a driver spends out of a fatigue-regulated heavy vehicle or in an approved sleeper-berth of a stationary fatigue-regulated heavy vehicle.

[3] Accredited night rest breaks are 7 continuous hours stationary rest taken between the hours of 22:00 on a day and 08:00 on the following day (using the time zone of the base of the driver).

*Signifies the longest major rest break for this period, as more than one rest provision exists. This Counting Period is counted forward from the completion of the longest rest break.

Table 4

This Table of Hours is similar to work and rest hours that were available under AFM accreditation that allowed for:

- Up to 5 hours of work before a rest break is required.
- Up to 15 ½ hours of work in a 24-hour period (with 14 hours not to be exceeded on consecutive days).
- Up to 10 night work periods in 14 days.

Note: This Table of Hours has an elevated risk profile, as per the Risk Classification System Matrix. Accreditation applications that include this Table may require specialist review to ensure risks are appropriately managed, and may incur additional application fees.

Counting period	Maximum work	Minimum rest
5 ½ hours	5 hours	30 minutes in blocks of 15 continuous minutes
24 hours	15 ½ hours[1]	8 ½ hours which includes 7 hours continuous stationary rest[2]
14 days (336 hours)	154 hours	182 hours which includes 2 x accredited night rest breaks[3] AND 48 hours continuous stationary rest*
28 days (672 hours)	288 hours	384 hours which includes 4 x accredited night rest breaks[3] AND 2 x 48 hours continuous stationary rest*

[1] Work time must not exceed operating limits of 14 hours on consecutive days.

[2] Stationary rest is the time a driver spends out of a fatigue-regulated heavy vehicle or in an approved sleeper-berth of a stationary fatigue-regulated heavy vehicle.

[3] Accredited night rest breaks are 7 continuous hours stationary rest taken between the hours of 22:00 on a day and 08:00 on the following day (using the time zone of the base of the driver).

*Signifies the longest major rest break for this period, as more than one rest provision exists. This Counting Period is counted forward from the completion of the longest major rest break.

Table 5

This Table of Hours is similar to work and rest hours that were available under AFM accreditation that allowed for:

- Up to 6 hours of work before a rest break is required.
- Up to 14 hours of work in a 24-hour period.
- Up to 6 night work periods in 14 days.

Counting period	Maximum work	Minimum rest
6 ¼ hours	6 hours	15 continuous minutes
9 hours	8 ½ hours	30 minutes in blocks of 15 continuous minutes
12 hours	11 hours	60 minutes in blocks of 15 continuous minutes
24 hours	14 hours	10 hours which includes 7 hours continuous stationary rest[1]
14 days (336 hours)	154 hours	182 hours which includes 6 x accredited night rest breaks[2] AND 48 hours continuous stationary rest*[1]
28 days (672 hours)	288 hours	384 hours which includes 12 x accredited night rest breaks[2] AND 2 x 48 hours continuous stationary rest*[1]

[1] Stationary rest is the time a driver spends out of a fatigue-regulated heavy vehicle or in an approved sleeper-berth of a stationary fatigue-regulated heavy vehicle.

[2] Accredited night rest breaks are 7 continuous hours stationary rest taken between the hours of 22:00 on a day and 08:00 on the following day (using the time zone of the base of the driver).

*Signifies the longest major rest break for this period, as more than one rest provision exists. This Counting Period is counted forward from the completion of the longest major rest break.

Table 6

This Table of Hours is similar to work and rest hours that were available under AFM accreditation that allowed for:

- A 10-on/4-off roster.
- Up to 4 hours of work before a rest break is required.
- Up to 12 hours of work in a 24-hour period.
- Up to 10 night work periods in 14 days.

Counting period	Maximum work	Minimum rest
4 ½ hours	4 hours	30 minutes in blocks of 15 continuous minutes
24 hours	12 hours	12 hours which includes 10 hours continuous stationary rest[1]
14 days (336 hours)	120 hours	216 hours which includes 96 hours continuous stationary rest[1]

[1] Stationary rest is the time a driver spends out of a fatigue-regulated heavy vehicle or in an approved sleeper-berth of a stationary fatigue-regulated heavy vehicle.

Table 7

This Table of Hours is similar to work and rest hours that were available under AFM accreditation that allowed for:

- A 14-on/7-off roster.
- Up to 4 hours of work before a rest break is required.
- Up to 12 hours of work in a 24-hour period.
- Up to 14 night work periods in 21 days.

Counting period	Maximum work	Minimum rest
4 ½ hours	4 hours	30 minutes in blocks of 15 continuous minutes
24 hours	12 hours	12 hours which includes 10 hours continuous stationary rest[1]
21 days (504 hours)	168 hours	336 hours which includes 168 hours continuous stationary rest[1]
[1] Stationary rest is the time a driver spends out of a fatigue-regulated heavy vehicle or in an approved sleeper-berth of a stationary fatigue-regulated heavy vehicle.		

Table 8

This Table of Hours is similar to work and rest hours that were available under AFM accreditation that allowed for:

- A 14-on/14-off roster
- Up to 4 hours of work before a rest break is required
- Up to 12 hours of work in a 24-hour period
- Up to 14 night work periods in 28 days

Counting period	Maximum work	Minimum rest
4 ½ hours	4 hours	30 minutes in blocks of 15 continuous minutes
24 hours	12 hours	12 hours which includes 10 hours continuous stationary rest[1]
28 days (672 hours)	168 hours	504 hours which includes 336 hours continuous stationary rest[1]
[1] Stationary rest is the time a driver spends out of a fatigue-regulated heavy vehicle or in an approved sleeper-berth of a stationary fatigue-regulated heavy vehicle.		

Table 9

This Table of Hours is similar to work and rest hours that were available under AFM accreditation that allowed for:

- A 21-on/7-off roster.
- Up to 4 hours of work before a rest break is required.
- Up to 12 hours of work in a 24-hour period.
- Up to 21 night work periods in 28 days.

Counting period	Maximum work	Minimum rest
4 ½ hours	4 hours	30 minutes in blocks of 15 continuous minutes
24 hours	12 hours	12 hours which includes 10 hours continuous stationary rest[1]
28 days (672 hours)	252 hours	420 hours which includes 168 hours continuous stationary rest[1]
[1] Stationary rest is the time a driver spends out of a fatigue-regulated heavy vehicle or in an approved sleeper-berth of a stationary fatigue-regulated heavy vehicle.		

Table 10

This Table of Hours is similar to work and rest hours that were available under AFM accreditation that allowed for:

- A 14-on/7-off roster with swing shifts.
- Up to 4 hours of work before a rest break is required.
- Up to 12 hours of work in a 24-hour period.
- Up to 7 night work periods in 21 days.

Counting period	Maximum work	Minimum rest
4 ½ hours	4 hours	30 minutes in blocks of 15 continuous minutes
24 hours	12 hours	12 hours which includes 7 hours continuous stationary rest[1]
21 days (504 hours)	154 hours	350 hours which includes 24 hours continuous stationary rest[1] taken after no more than 84 hours work AND 6 x consecutive accredited night rest breaks[2] AND 168 hours continuous stationary rest*[1]
[1] Stationary rest is the time a driver spends out of a fatigue-regulated heavy vehicle or in an approved sleeper-berth of a stationary fatigue-regulated heavy vehicle. [2] Accredited night rest breaks are 7 continuous hours stationary rest taken to include the period between 22:30 on a day and 04:30 on the following day (using the time zone of the base of the driver). *Signifies the longest major rest break for this period, as more than one rest provision exists. This Counting Period is counted forward from the completion of the longest major rest break.		

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Additional ACA-F features

In addition to the Tables of Hours, some operators may require additional flexibility or specialised work practices. The following features can be selected during the application process.

Note: Not all features are compatible with all Tables of Hours, and certain features may increase the risk profile of Tables, as per the Risk Classification System Matrix. Accreditation applications that include these features may require specialist review to ensure risks are appropriately managed, and may incur additional application fees.

- Multiple Tables of Hours on the same certificate.
- Two-up driver arrangements.
- Split rest break condition applied to a Table/s:
  - A continuous rest break within a 24-hour period may be split into two parts, with the two parts equalling a minimum of 8 hours total rest time, and at least one part being a minimum of 6 hours.
  - Split rest breaks cannot be scheduled and can only be used by drivers to manage problems with sleep, unforeseen circumstances, or emergencies.
  - Frequency limitations (e.g., split rest not to be used more than once in any 7-day period) may be imposed.
- Exemption conditions applied to a Table/s:
  - Concrete Agitator: in alignment with the *National Heavy Vehicle Concrete Agitator Work and Rest Hours Exemption Notice*, this allows short work breaks to be incorporated into the Table of Hours for heavy vehicles carrying pre-mixed concrete.
  - Livestock: in alignment with the *National Livestock Welfare Work and Rest Exemption Notice*, this allows additional capped work time to be incorporated into the Table of Hours to manage livestock welfare.

For more information:

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