ADMINISTRATIVE GUIDELINES, RULES AND CODES FOR OPERATION OF PERFORMANCE-BASED STANDARDS VEHICLES

COMPLIANCE ASSURANCE GUIDELINES

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1. PURPOSE OF THESE GUIDELINES

The purpose of the Compliance Assurance Guidelines is to specify additional operating conditions that might be required to ensure that a Performance Based Standards (PBS) Vehicle is operated safely and within PBS Approvals. These requirements are vehicle specific and operator specific and will be imposed based on a review of the operating history of the PBS Operator, the views of the Assessor and suggestions made by the PBS Operator.

The requirements in these Guidelines will be supplementary to the requirements arising from the Vehicle Assurance and Operating Rules and the Operator Certification Guidelines.

These Guidelines will be used by the Accreditation Review and Audit Corporation (ARAC) to determine operating conditions additional to those specified in the Vehicle Assurance and Operating Rules and the Operator Certification Guidelines. Such requirements would usually relate to:

- the operating history of the PBS Operator; and/or
- the operation of the PBS Vehicle rather than the proposed route, as route specific conditions would usually be imposed by a road agency when classifying the routes under the Road Classification Guidelines and consideration of factors specific to that route.

These Guidelines might also be used by a PBS Operator to suggest operating conditions that are appropriate to the operation of the vehicle.

2. INITIAL CONSIDERATIONS

(1) Any conditions that are imposed or accepted by ARAC under these Guidelines must be incorporated in the PBS Operator Management System required under the Operator Certification Guidelines.

(2) A condition imposed by ARAC may be required for a specific period of time or the condition may be a continuing requirement.

(3) A PBS Operator may apply to ARAC for a variation of an operating condition imposed under these Guidelines if conditions of operation change. Any application for change must include reasons why a variation is appropriate.

3. CONDITIONS BASED ON OPERATOR COMPLIANCE HISTORY

3.1 General

(1) ARAC should consider the compliance history of a potential PBS Operator when considering an application for a PBS Vehicle. The compliance history should relate not only to the present operations of the PBS Operator but also to associated companies and companies previously controlled by the PBS Operator.

(2) In particular, continued compliance with mass, dimension and speed limits are necessary to ensure that the potential PBS Vehicle will comply with the assumptions used in the assessment of the potential PBS Vehicle.

(3) In addition, compliance with route restrictions for restricted access vehicles is of importance for protection of infrastructure.
(4) Nevertheless, ARAC may impose any operating condition it consider appropriate if the potential PBS Operator has an unsatisfactory history of compliance with any legal requirement.

(5) If a PBS Operator has been suspended or terminated due to not being a Suitable Operator under the Operator Certification Guidelines, it would be expected that ARAC would impose operating conditions that would give assurance that the cause of the suspension or termination would be unlikely to re-occur.

(6) A history of failing to comply does not relate solely to the number of offences but consideration should be given to any patterns of non-compliance and percentage of trips that are non-complying in relation to other transport operators.

3.2 Conditions for Compliance with Mass Limits

(1) If the potential PBS Operator has a history of failing to comply with mass limits, ARAC may impose requirements that require independent verification of the mass of the PBS Vehicle prior to the commencement of each laden trip.

(2) Independent verification would normally require weighing on a weighbridge operated independently of the PBS Operator.

(3) If weighing on a weighbridge operated independently of the PBS Operator is not possible, the PBS Operator should be required to nominate alternative means of independent verification of the mass of the PBS Vehicle for the consideration of ARAC.

3.3 Conditions for Compliance with Speed Limits

(1) If the potential PBS Operator has a history of failing to comply with speed limits, ARAC may impose conditions that require independent verification of the speed of the vehicle.

(2) Independent verification would normally require fitting of a Global Positioning System (GPS) under the Austroads/NTC Intelligent Access Program (IAP) and independent monitoring under the control of Transport Certification Australia (TCA).

3.4 Conditions for Compliance with Route Restrictions

(1) If the potential PBS Operator has a history of failing to comply with route restrictions, ARAC may impose conditions that require independent verification of the location and route of the PBS Vehicle.

(2) Independent verification would normally require fitting of GPS under the IAP and independent monitoring under the control of TCA.

3.5 Conditions for Compliance with Dimension Limits

(1) If the potential PBS Operator has a history of failing to comply with dimension limits, ARAC may impose conditions that require additional verification of the dimensions of the vehicle prior to the commencement of each laden trip.

(2) Additional verification would normally require certification by a senior staff member of the PBS Operator that the vehicle complies with the dimension limitations in the PBS Approval.
(3) If the certification in Clause (2) is not considered viable by the PBS Operator, the PBS Operator will be required to nominate alternative means of additional verification of the dimensions of the PBS Vehicle for the consideration of ARAC.

4. CONDITIONS THAT ARE VEHICLE SPECIFIC

4.1 General

(1) If the potential PBS Vehicle has aspects that are innovative or not usually incorporated in a vehicle operated under prescriptive regulations, ARAC may impose conditions that will give assurance that the vehicle is operated safely and in accordance with PBS Approvals.

(2) It would be expected that the conditions based on the degree of innovation of the PBS Vehicle will be recommended under the Vehicle Assurance and Operating Rules, but absence of any recommendation does not preclude the imposition of appropriate conditions by ARAC.

(3) If the PBS Vehicle is fitted with a forced steering system or is fitted with a particular feature that requires additional skills of the driver, a condition that all drivers be appropriately trained should be imposed by ARAC.

(4) If the PBS Vehicle is fitted with particular features to improve vehicle performance, ARAC should impose conditions to ensure that the effectiveness of the feature is maintained. Examples of such features might be forced steering systems or vehicle dynamic control devices. In imposing conditions, ARAC should take account of recommendations of the manufacturer of the feature but is not bound to limit conditions to these recommendations. Specific conditions relating to periodical assessment of the effectiveness of the feature may also be appropriate.

4.2 Conditions Relating to Tyres

(1) Tyre pressures are critical to the continued compliance with many PBS Safety Standards. It may be appropriate therefore for a PBS Vehicle to be required to be fitted with a Central Tyre Inflation (CTI) system or pressure monitoring system where:

- it has been shown that compliance with PBS Safety Standards is very sensitive to tyre pressures; or
- some or all of the tyres fitted to the PBS Vehicles have particularly different characteristics to those usually fitted to heavy vehicles.

(2) As there are significant variations in the functions and features of pressure monitoring and CTI systems, as well as cost variations, ARAC should discuss aspects of pressure monitoring and CTI systems with the PBS Operator prior to imposing a condition that a system be fitted.

5. CONDITIONS THAT MIGHT BE CONSIDERED IN PARTICULAR CIRCUMSTANCES

(1) The conditions in this section may be considered by ARAC to be appropriate in particular circumstances or they may be suggested as being appropriate by the PBS Operator.
(2) Table 1 lists conditions that might be imposed in particular circumstances.

**Table 1: Conditions that might be imposed in particular circumstances**

<table>
<thead>
<tr>
<th>Condition</th>
<th>Comment</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>GPS/IAP requirement</td>
<td>Apart from imposition in accordance with Section 3 above, it would normally be expected that GPS/IAP applications would apply only to operation on specific routes where protection of infrastructure assets is of particular importance. However, a requirement for GPS/IAP could be considered if a specific concession has been granted for operation on a particular route. In addition, a PBS Operator may offer GPS/IAP on a voluntary basis.</td>
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<tr>
<td>Additional mass verification</td>
<td>If a PBS Vehicle has been granted access at a mass limit above the usual limits on a particular route, it may be appropriate to require additional mass verification above that which would usually be sufficient for Mass Management. However, a PBS Operator may offer additional mass verification on a voluntary basis.</td>
<td></td>
</tr>
<tr>
<td>Dimensional verification</td>
<td>If a PBS Vehicle is significantly in excess of usual dimension limits or has been granted access at dimensions above the usual limits on a particular route, it may be appropriate to require dimensional verification. However, a PBS Operator may offer dimensional verification on a voluntary basis.</td>
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</tbody>
</table>
| Speed control                 | Limiting the speed of a PBS Vehicle to a maximum below the applicable open road maximum (100 km/h or 90 km/h depending on the vehicle configuration) to ensure that the vehicle meets the Safety Standards should only be considered in special circumstances. These circumstances may include:  
  1. where no section of a route exceeds a particular maximum (e.g. the vehicle operates only in urban areas) and the vehicle is limited to that particular route; or  
  2. where route is a road train route with the speed limit for road trains of 90 km/h, the vehicle is not a road train and the vehicle is limited to that particular route; or  
  3. a route has very low traffic volumes and the vehicle is limited to that particular route.  
Where it is assessed that special circumstances apply, the vehicle may be limited to a speed limit below the usual maximum and appropriate conditions including GPS/IAP imposed. |
| Crash and incident reporting  | A condition to report all crashes or incidents would normally only be imposed for routes that might have crash rates greater than average. However, for particularly innovative vehicle combinations or for newly opened routes, a condition that all crashes or incidents be reported to ARAC might be imposed for a specific period of time, usually the first 12 months of operation. However, a PBS Operator may offer crash and incident reporting on a voluntary basis. |
Condition | Comment
--- | ---
Load restraint | No PBS Approval will remove the obligations of a PBS Operator to comply with the laws relating to load restraint. However, an unusual load or a geometrically challenging route might be the trigger for ARAC to seek assurance from the PBS Operator as to method of load restraint and impose particular conditions.

Vehicle signing | For vehicles that exceed 2.5 metres in width or for vehicles that are more than 10% in excess of other prescriptive dimensions, ARAC could consider requiring appropriate signs to be fitted to the vehicle.

(3) It would **not** usually be appropriate for ARAC to impose limits on times of travel or impose environmental restrictions as these would be imposed on a route basis by a road agency and all appropriate vehicles using that route would need to comply.

(4) Nothing in this Section should be construed as limiting consideration of any condition that is offered by a **PBS Operator**.

6. **DEFINITIONS**

(1) For definitions of terms, see the **Operator Certification Guidelines**.