

National Heavy Vehicle Accreditation Scheme

Certificate of Accreditation



This is to certify that

Collins Transport Group Pty Ltd

Trading as Collins Adelaide & J Collins Transport

Accreditation Number: **AI6704**

is accredited in the
NHVAS Fatigue Management Module option of

Basic Fatigue Management

Expires: **29/12/2012**

The accreditation is subject to the conditions set out in this certificate and the conditions contained in the National Heavy Vehicle Accreditation Scheme Business Rules and Standards.

Director
Transport Safety Regulation
Safety & Regulation Division

16/12/2010
Effective Date



Government of South Australia

Department for Transport,
Energy and Infrastructure

Certificate No. 100018/1011671

National Heavy Vehicle Accreditation Scheme

Certificate of Accreditation

Collins Transport Group Pty Ltd
 Accreditation Number AI6704
 Basic Fatigue Management

Conditions of Accreditation

1. At all times while working under an operator's BFM accreditation, a driver must have in his or her possession:
 - (a) a copy of the operator's accreditation certificate; and
 - (b) a document signed by the operator stating that the driver is working under the operator's accreditation, has been inducted into the operator's BFM fatigue management system and meets the requirements relating to drivers under the accreditation.

2. The operator must ensure that each driver who is currently under the BFM accreditation is:
 - (a) inducted into the operator's BFM fatigue management system; and
 - (b) meets the requirements relating to drivers under the operator's BFM accreditation.

Work and Rest Hours Limits

BFM - Solo Drivers

Time	Work	Rest
In any period of ...	A driver must not work for more than a MAXIMUM of ...	And must have the rest of that period off work with at least a MINIMUM rest break of ...
6 1/4 hours	6 hours work time	15 continuous minutes rest time
9 hours	8 1/2 hours work time	30 minutes rest time in blocks of 15 continuous minutes
12 hours	11 hours work time	60 minutes rest time in blocks of 15 continuous minutes
24 hours	14 hours work time	7 continuous hours stationary rest time ⁽¹⁾
7 days	36 hours long/night work time ⁽²⁾	
14 days	144 hours work time	24 continuous hours stationary rest time taken after no more than 84 hours work time and 24 continuous hours stationary rest time and 2 x night rest breaks ⁽³⁾ and 2 x night rest breaks taken on consecutive days

BFM - Two-up Drivers

Time	Work	Rest
In any period of ...	A driver must not work for more than a MAXIMUM of ...	And must have the rest of that period off work with at least a MINIMUM rest break of ...
24 hours	14 hours work time	
82 hours		10 continuous hours stationary rest time ⁽¹⁾
7 days	70 hours work time	24 continuous hours stationary rest time and 24 hours stationary rest time in blocks of at least 7 continuous hours
14 days	140 hours work time	4 x night rest breaks ⁽³⁾

⁽¹⁾ Stationary rest time is the time a driver spends out of a regulated heavy vehicle or in an approved sleeper berth of a stationary regulated heavy vehicle.

⁽²⁾ Long/night work time is any work time in excess of 12 hours in a 24 hour period or any work time between midnight and 6am (or the equivalent hours in the time zone of the base of a driver)

⁽³⁾ Night rest breaks are 7 continuous hours stationary rest time taken between the hours of 10pm on a day and 8am on the next day (using the time zone of the base of the driver) or a 24 continuous hours stationary rest break.