

HEAVY VEHICLE NATIONAL LAW

The Heavy Vehicle National Law (HVNL) commences 10 February, 2014. The purpose of the HVNL is to harmonise existing laws in different states and territories throughout Australia. The HVNL introduces a standard set of laws and regulations for heavy vehicles over 4.5 tonnes gross vehicle mass for Queensland. Some aspects of the heavy vehicle regulation, however, will still stay the same. Heavy vehicle registration, inspections, driver licensing and all matters related to the carriage of dangerous goods will remain the responsibility of the relevant state and territory authorities.

The National Heavy Vehicle Regulator (NHVR) is the governing body in each state and territory responsible for delivering a wider range of services for heavy vehicle transport businesses and the relevant government. Responsibilities previously undertaken by the Service, Department of Transport and Main Roads and other associated transport authorities will be managed by the NHVR.

The policy and procedures in this circular are set out in the format that will be used when the contents are incorporated into the Traffic Manual.

For further information on the HVNL and regulations or for information relating to the NHVR, go to www.nhvr.com.au.

8.8 Verbal cautions and formal warning notices

POLICY

Verbal cautions for minor traffic offences where the lives of persons are not endangered are an integral part of traffic management and policing. Officers may issue such cautions in cases where they believe that such a course of action is appropriate having regard to the severity of the offence, consistency of approach and the ultimate aim of deterring a repetition of the offence.

A formal warning notice may be issued under s. 590: 'Formal warning' of the *Heavy Vehicle National Law Act*, where a person has contravened the law and has taken reasonable steps to prevent the contravention and was unaware of the contravention.

Life endangering offences not to be subject to cautions

POLICY

Verbal cautions or formal warnings should not be issued where a life endangering offence is detected (see Appendix 1.17: 'Life Endangering Offences' of the Traffic Manual).

Records to be kept of cautions or formal warnings issued

ORDER

Officers are not to issue infringement notices as verbal cautions or formal warnings.

PROCEDURE

When officers issue verbal cautions for any offence, they should:

- (i) obtain the alleged offender's name, address, driver licence particulars and vehicle details; and
- (ii) record in their official notebook or patrol log the full particulars of the alleged offender together with the time, date, location, type of offence and any other relevant particulars.

When an officer issues a formal warning for any offence they should:

- (i) complete all the details on the F4905: 'Formal warning notice' (available from Department of Transport and Main Roads);
- (ii) ensure a copy is issued to the alleged offender (buff copy);
- (iii) forward a copy to the Department of Transport and Main Roads for recording, utilising the same procedures as infringement notices.

Officers issuing verbal cautions or formal warning notices should consider entering the details onto QPRIME.

When an alleged offender has previously been issued a formal warning notice for the same or similar offence, the officer issuing the formal warning notice must decide if it is more appropriate to issue an infringement notice or complete a Transport Breach Report (see s. 8.18: 'Transport Breach report' of the Traffic Manual).

8.9 Defect Notices

POLICY

The Service has a responsibility to ensure that vehicles being driven on roads are in a roadworthy condition and comply with the Transport Operations (Road Use Management – Vehicle Standards and Safety) Regulation and the *Heavy Vehicle National Law*.

A direction may be given on a F4890: 'Defect notice' to:

(i) require either the:

(a) owner of the vehicle; or

(b) registered operator for the vehicle (see s. 2.17: 'Definitions' of the Traffic Manual);

to produce the vehicle for inspection at a reasonable time and place (see s. 65): 'Power to require vehicle inspections' of the *Police Powers and Responsibilities Act*; and/or

(ii) require the owner of a vehicle to take stated reasonable action to ensure the person's vehicle is not defective; and/or

(iii) if an officer reasonably suspects a vehicle is unsafe or defective, require either the:

(a) owner of the vehicle; or

(b) the registered operator;

not to use, or permit the use of, the vehicle on a road until:

(a) the vehicle is inspected at a stated reasonable place and found to comply with the *Transport Operations (Road Use Management) Act*; or

(b) stated reasonable action is taken to ensure the vehicle complies with the *Transport Operations (Road Use Management) Act*.

(See s. 66): 'Power to prohibit use of vehicles' of the *Police Powers and Responsibilities Act*).

11.2 Fatigue management

The National Heavy Vehicle Regulator (NHVR) is the administrative body for heavy vehicles under the *Heavy Vehicle National Law Act* (Qld).

The *Heavy Vehicle National Law Act* imposes duties on drivers and particular persons who influence the conduct of drivers, in relation to fatigue-regulated heavy vehicles.

Work and rest arrangements

Drivers of fatigue-regulated heavy vehicles have strict maximum work times and minimum rest time options and drive under one of the following accreditations:

- (i) Advanced Fatigue Management (AFM) hours; or
- (ii) Basic Fatigue Management (BFM) hours; or
- (iii) Standard hours; or
- (iv) Exemption hours.

Drivers may operate under one work and rest hours arrangement only. However, drivers may change between arrangements providing they are compliant with the work and rest hour arrangement they are changing to. See s. 263: 'Operating under new work and rest hours option after change' of the *Heavy Vehicle National Law* for examples of the requirements when changing between work and rest arrangements.

An offence occurs where the driver works over the maximum work time or rests for less than the minimum rest time stated in the accreditation.

POLICY

Drivers of fatigue-regulated heavy vehicles working under a AFM or BFM accreditation must keep in the driver's possession:

- (i) a copy of the accreditation certificate for the accreditation; and
- (ii) a document, signed by the operator of the vehicle who holds the accreditation, stating that the driver:
 - (a) is operating under the operator's heavy vehicle accreditation; and
 - (b) has been inducted into the operator's relevant management system; and
 - (c) meets the requirements relating to drivers under the operator's heavy vehicle accreditation (if any); and
 - (d) for a driver operating under AFM accreditation, a document stating the AFM hours applying under the accreditation.

PROCEDURE

Officers intercepting fatigue regulated heavy vehicles being driven by drivers working under a AFM or BFM accreditation should conduct inquiries to ensure the driver has in their possession the required documents in accordance with s. 420: 'Driver must carry accreditation details' of the *Heavy Vehicle National Law Act*. Where the driver does not have the required documentation officers should consider taking action for the offence.

Diary requirements

Section 261: 'Application of sdiv 1' of the *National Heavy Vehicle Law Act*, states drivers of fatigue-regulated heavy vehicles are required to possess a work diary if the driver:

- (i) is engaged in 100+km work under standard hours; or
- (ii) was engaged in 100+km work under standard hours in the last 28 days; or
- (iii) is working under AFM hours, BFM hours or exemption hours; or
- (iv) was working under AFM hours, BFM hours or exemption hours in the last 28 days.

See also s. 262: 'Meaning of work diary for sdiv 1' of the *National Heavy Vehicle Law Act*.

Drivers must record information in the diary immediately after starting work and immediately before finishing work on each day the driver:

- (i) engages in 100+km work; or
- (ii) works under BFM hours, AFM hours or exemption hours.

See also s. 270: 'Purpose of sdiv 3' of the *National Heavy Vehicle Law Act*, on how information must be recorded in a work diary.

Police officer requirements

POLICY

A person must not drive a fatigue-regulated heavy vehicle on a road while impaired by fatigue. Additionally, a party in the chain of responsibility (see s. 197: 'Who is a party in the chain of responsibility' of the *Heavy Vehicle National Law*) must take all reasonable steps to ensure a person does not drive a fatigue-regulated vehicle while impaired by fatigue. See also ss. 193: 'What is fatigue' and 195: 'What is impaired by fatigue,' of the *National Heavy Vehicle Law Act*.

Where an officer reasonably believes a person in control of a fatigue-regulated heavy vehicle to be impaired by fatigue, or their work diary cannot be produced or relied upon, the officer may require the person to stop work and not work again for a stated period in accordance with ss. 486: 'Requiring driver to rest for contravention of maximum work requirement,' 487: 'Requiring driver to rest for contravention of minimum rest requirement,' 488: 'Requiring driver to stop working if impaired by fatigue' and 489: 'Requiring driver to stop working if work diary not produced or unreliable' of the *Heavy Vehicle National Law Act*.

ORDER

Officers who intercept drivers of fatigue-regulated heavy vehicles are to request work diaries for inspection where such drivers are required to carry such work diaries.

PROCEDURE

Where an inspection of a work diary reveals that the provisions of the *Heavy Vehicle National Law Act* have not been complied with, officers should consider taking action for the relevant offence.

Officers who detect an offence as a result of inspecting an authorised work diary should:

- (i) endorse the relevant page with in red pen with:
 - (a) the time, date and place at which the offence was detected;
 - (b) sufficient notations to show that an offence was committed with respect to the information shown, or not shown, on the page; and
 - (c) their signature, name, rank, number and station;
- (ii) make notes in their official police notebook of:
 - (a) the particulars of the offender;
 - (b) the number of the offender's work diary;

(c) the number of the page of the offender's work diary which contains the information to substantiate the offence;

(d) any conversation with the offender; and

(e) any other particulars necessary;

(iii) return the work diary to the offender.

Officers investigating alleged diary entry offences should also consider:

(ii) taking a photographs of the:

(a) certificate page;

(b) garage address as listed on the diary; and

(c) any page where the investigating officer has endorsed the diary.

Officers who inspect work diaries, other than electronic work diaries, that are completed correctly, are to endorse the last original page with their signature, name, rank, number and station together with the time, date and place at which the work diary was inspected. Officers should endorse any diary entry in red pen.

The classification of breaches for fatigue management requirements is located in s. 192: 'Categories of breaches' of the *Heavy Vehicle National Law Act* and are determined by the degree of time by which a driver of a fatigue-regulated heavy vehicle has exceeded their maximum work requirement or is deficient in their minimum rest requirement. See also The Heavy Vehicle (Fatigue Management) National Regulation. The risk categories are:

(i) minor risk breach;

(ii) substantial risk breach;

(iii) severe risk breach; and

(iv) critical risk breach.

Exemptions

A person who is acting for an emergency service and who has time-critical duties on the way to, or during, an emergency is exempted from the restrictions placed on the maximum work time and minimum rest time requirements providing the non-compliance does not present an unreasonable danger to other road users.

The National Heavy Vehicle Regulator may also exempt a class of driver or fatigue-regulated heavy vehicle from particular maximum work requirements and minimum rest requirements, by Commonwealth Gazette notice or exemption permit.

A driver of a fatigue-regulated vehicle must keep a copy of the Gazette Notice or permit in their possession.

Chain of responsibility

Section 184: 'Who is a party in the chain of responsibility' of the *Heavy Vehicle National Law Act*, identifies each of the parties in the chain of responsibility for a heavy vehicle. A person may also be a party in more than one capacity. A party in the chain of responsibility must take all reasonable steps to ensure the driver does not drive the vehicle on a road while the driver is impaired by fatigue.

POLICY

Officers commencing a proceeding for an offence against s. 198: 'Duty of driver to avoid driving while fatigued' or s. 199: 'Duty of party in the chain of responsibility to prevent driver driving while fatigued'

of the *Heavy Vehicle National Law Act* must do so by way of either a notice to appear, complaint and summons or where justified, arrest.

Reasonable steps defence

A person has the right of a reasonable steps defence in accordance with s. 560 of the *Heavy Vehicle National Law Act* if the person charged can prove:

- (i) the person did not know, and could not reasonably be expected to have known, of the contravention concerned; and
- (ii) either:
 - (a) the person took all reasonable steps to prevent the contravention; or
 - (b) there were no steps the person could reasonably be expected to have taken to prevent the contravention.

See also s. 564: 'Matters court may consider for deciding whether person took all reasonable steps-speeding or fatigue management offences' of the *Heavy Vehicle National Law Act*.

11.2.3 Issuing work diaries

PROCEDURE

A number of police stations, particularly in rural and remote areas are permitted to issue work diaries.

Prior to issuing work diaries, officers should ensure that applicants:

- (i) have the correct fee in their possession; and
- (ii) produce a current driver licence with the appropriate heavy vehicle class.

When issuing new work diaries, officers should:

- (i) obtain the previous work diary from the applicant prior to issuing a new work diary;
- (ii) cancel all remaining unused pages in the previous work diary by using a 'cancelled' stamp or printing the word 'cancelled' on each unused page;
- (iii) return the cancelled work diary to the applicant;
- (iv) if not working on-line with Transport Integrated Customer Access (TICA), contact the National Heavy Vehicle Regulator to record the relevant work diary details on behalf of the applicant (see Contact Directory);
- (v) complete the application form page of the work diary;
- (vi) ensure that the applicant reads, or if unable to read has it read to them, the information and the declaration on the application form page prior to signing it; and
- (vii) remove the original of the application form page prior to issuing the work diary and forward this original to the National Heavy Vehicle Regulator.

Officers may issue new work diaries to applicants who are unable to produce their previous work diary if it has been:

- (i) lost;
- (ii) stolen; or
- (iii) destroyed.

In such cases officers should ensure that the applicant signs the appropriate declaration on the application form page.

Officers who are advised by applicants for new work diaries that their previous work diary has been seized by an authorised officer should request that the applicant produce the seizure receipt which was issued when the previous work diary or log book was seized.

Where applicants are unable to produce a seizure receipt officers should seek verification of the seizure by:

(i) requesting the applicant to provide details of the seizure (where seized, time and date seized, whether seized by police or Department of Transport and Main Roads); and

(ii) providing such details to the National Heavy Vehicle Regulator.

POLICY

Officers should not issue work diaries outside of office hours except under exceptional circumstances.

Officers in charge of stations should ensure that fees collected for work diaries are managed through the TICA payment hub.

11.4 Loading offences

Persons in control of vehicles are required to ensure that any load on the vehicle complies with the relevant loading requirement contained within the *National Heavy Vehicle Law Act* and the Heavy Vehicle (Mass, Dimension and Loading) National Regulation.

Generally a load will comply with the relevant loading requirement if:

- (i) the load is not placed in such a way as to make the vehicle unstable or unsafe;
- (ii) the load is secured so that it is unlikely to fall or be dislodged from the vehicle; and
- (iii) an appropriate method is used to restrain the load.

When investigating possible loading offences, officers may exercise all of the powers available to them for investigating other offences against a transport Act (see s. 1.3: 'Police powers for traffic enforcement' of the Traffic Manual).

PROCEDURE

Officers who intercept vehicles which they reasonably believe to be unsafe because of the way in which the vehicle is loaded, in accordance with s. 66: 'Power to prohibit use of vehicles' of the Police Powers and Responsibilities Act, officers should require the owner of the particular vehicle not to use or permit the vehicle to be used on a road until the load is properly secured by issuing a F 3162: 'Vehicle Movement Prohibition Notice' (available from the Department of Transport and Main Roads).

Officers may issue either a notice to appear, commence a proceeding by way of complaint and summons or, where justified, arrest an owner of a vehicle who fails to comply with a requirement not to use or permit the vehicle to be used on a road until the load is properly secured.

ORDER

Officers who require the owner of a vehicle not to use, or permit the use of, a vehicle until the load is properly secured are to issue and serve an F 3162: 'Vehicle Movement Prohibition Notice'.

The original F 3162: 'Vehicle Movement Prohibition Notice' is to be retained by the officer who makes the requirement. The duplicate notice is to be served on the owner or person in control of the vehicle.

12.13 Minimum guide for over dimensional vehicle escorts

POLICY

When determining the minimum number of police, pilot or escort vehicles required for an excess dimension/mass vehicle escort, the 'Dimensions matrix for determining police escort loads' located on the Heavy Vehicle Road Operations (Program Office) webpage on the QPS Corporate Intranet is to be referred to and complied with. The minimum number of police, pilot and escort vehicles may be increased from those contained in the matrix provided the changes are:

- (i) reflected in the 'TMR Conditions Database'; or
- (ii) as directed by the officer in charge of the Heavy Vehicle Road Operations (Program Office).

The Superintendent, Road Policing Command is responsible for all amendments to the 'Dimensions matrix for determining police escort loads'.

12.13.5 Permits and escorts for the moving of buildings

All permits for the movement of buildings are issued by the National Heavy Vehicle Regulator in accordance with the *Heavy Vehicle National Law Act* and the Heavy Vehicle (Mass, Dimension and Loading) National Regulation. Persons who wish to obtain permission to move a building from one location to another by road must make application to the Heavy Vehicle National Regulator and be in possession of a permit prior to the movement of any load.

12.14.1 Responsibilities of officers prior to commencing escort

PROCEDURE

Prior to commencing the escort of an excess dimension vehicle or indivisible load the police escort supervisor 'in control' of the escort is to ensure:

- (i) the minimum number of police, pilot or escort vehicles required for excess dimension/mass vehicle escorts are complied with (see s. 12.13: 'Minimum guide for over dimensional vehicle escorts' of this circular);
- (ii) the driver/operator/owner has a current permit authorising the movement of the excess dimension or specially constructed vehicle (including a building). A photocopy or electronic copy of the permit will be accepted as a true copy;
- (iii) relevant conditions are specified within the permit;
- (iv) a safety briefing is conducted with all persons involved (police, pilots, escorts, driver etc.) to discuss:
 - (a) the risk management processes for safe movement of the load;
 - (b) the route to be taken by the load and to ensure all persons involved are aware of the route;
 - (c) any special requirements or conditions involved (e.g. use of incorrect side of the road, travel down centre of roadway and bridges, diagonally through intersections) in the movement of the load; and
 - (d) information on crossing railway lines or passing underneath electrical lines (see also (ix) of this section);
- (vii) a PT 73: 'Wide Load Escort Checklist' (available on QPS Form Select) is completed;
- (viii) a measuring tape, height stick and Alcolmeter are available for use;
- (ix) the measurements of the load are checked and comply with the permit;
- (x) all vehicles are in good condition and roadworthy, are currently registered, the required signs are fitted to the vehicles and all lights are in working order;
- (xi) the driver of the pilot/escort vehicle and the excess dimensional vehicle are appropriately licensed and the vehicle's equipment is adequate and suitable;
- (xii) if the dimensions are such that the services of organisations such as Queensland Rail, electricity authorities etc, are required, that movement of the load does not commence prior to the arrival of representatives from the relevant organisations;
- (xiii) the provisions of ss. 24: 'Special Services' and 24.10: 'Fatigue Management: Special Services' of the Administration Manual are complied with by all escorting police officers to ensure officer and public safety is maintained;
- (xiv) if the driver of the escorted vehicle is required to maintain a work diary, the diary is correctly completed and the driver is complying with driving hours restrictions;
- (xv) if the Service vehicle has a UHF radio fitted, ensure it is set to UHF Channel 40. Where no UHF radio available, change the Service vehicle radio over to UHF channel 40 to allow for communication with the escort team;
- (xvi) should an escort involve a handover en route to other police, the officers commencing escort duty from the handover location are to ensure all aspects of the PT 73: 'Wide load

checklist' (available on QPS Forms Select) are completed prior to recommencing the escort; and

(xvii) where practicable, drivers of all vehicles are breath tested (i.e. prime movers, pilots, escorts) in accordance with the provisions of the Transport Operations (Road Use Management) Act.

(xviii) damage incurred to any property as a result of the escort must be reported by the driver of the pilot/escort vehicle to an escorting police officer for notation on the PT 73: 'Wide load escort checklist' (available on QPS Forms Select); and

(xix) any condition as directed by the Superintendent, Road Policing Command is followed.

ORDER

If a police escort supervisor whilst performing the checking procedures referred to in this section establishes that an anomaly exists, they are to ensure:

(i) the excess dimension vehicle does not commence its journey; and

(ii) advice is to be provided to the:

(a) driver of the excess dimension vehicle; and

(b) regional duty officer or on-call commissioned officer responsible for the region where the escort is located; and

(iii) the PT 73: 'Wide load escort checklist' is completed and submitted to the Heavy Vehicle road Operations (Project Office), Road Policing Command, noting the permit conditions which have not been met or the reason for not allowing the excess dimension vehicle to proceed.

12.14.2 Responsibilities of officers during escort

POLICY

The primary responsibility of the police escort supervisor 'in control' is to ensure the safe movement of the excess dimension vehicle from the departure site to the destination site taking due consideration of the safety of members of the public and property, and to minimise the risk to the safety of the officer or officers and other persons involved with the excess dimension vehicle.

PROCEDURE

During the escort for the excess dimension vehicle, the police escort supervisor should ensure:

(i) all conditions on the permit issued by the NHVR are complied with;

(ii) in the case of a minor amendment, police only amend a permit for a formal or clerical reason or in another way that does not adversely affect the holder's interests;

(iii) if a condition or permit detail requires a major alteration, the operator contacts the NHVR for permission to amend the permit;

(iv) the route shown on the permit is followed except in emergent circumstances. If a change in the route is required due to an emergent circumstance or in the case of a late change, the police escort supervisor is to seek approval to alter the route from the National Heavy Vehicle Regulator during business hours.

(v) government authorities, local electricity authorities or Queensland Rail employees, if required to be present at particular locations, are in attendance prior to allowing the load to pass through those particular locations;

(vi) no limbs of any trees are cut or damaged;

(vii) no power lines are lifted by any person other than an employee of an electricity authority;

- (viii) when stopped, the excess dimension vehicle is not left unattended by officers;
- (ix) officers are not to be absent for a period of more than three days from the time of commencement of the movement of an excess dimension vehicle until the return to their station or establishment (see ss. 24: 'Special Services' and 24.10: 'Fatigue Management: Special Services' of the Administration Manual);
- (x) when directing the driver of an excess dimension vehicle to disobey a particular provision of the Transport Operations (Road Use Management) Act and Transport Operations (Road Use Management – Road Rules) Regulation, ensure adequate warning is given to motorists with as little inconvenience as possible to minimise danger;
- (xi) clear directions are given to all road users. It is important that road users quickly understand what the escorting police officer is trying to convey to them so that they may take evasive action before the excess dimension vehicle passes;
- (xii) the excess dimension vehicle is stopped regularly to allow road users to overtake safely provided that a suitable location can be selected;
- (xiii) regular rest stops are made to ensure that neither escorting police officer nor the driver of heavy vehicles or pilot or escort vehicles become fatigued;
- (xiv) if a traffic crash involving the excess dimension vehicle or pilot vehicle occurs during the movement of the excess dimension vehicle, arrange for the crash to be investigated by a police officer who is not involved in the movement of the excess dimension vehicle. In the case of a minor traffic crash, arrange for particulars to be obtained from the various parties involved and report the minor traffic crash upon the completion of the movement. In addition, the issuing authorised member should be advised of the crash; and
- (xv) if a traffic crash involving a police escort vehicle occurs during the movement of the excess dimension vehicle, members are to ensure s. 5.13: 'Investigation of traffic crashes involving members or Service vehicles' of the Traffic Manual is complied with;
- (xvi) persons involved in the escort, other than the escorting police officers and the driver of the pilot/escort vehicles, are to ensure that any obstructing traffic signs are dismantled immediately prior to the arrival of the excess dimension/mass vehicle and correctly returned to their original position after the excess dimension/mass vehicle has passed the point at which the traffic sign was located; and
- (xvii) damage incurred to any property as a result of the escort must be reported by the driver of the pilot/escort vehicle to an escorting police officer for notation on the PT 73: 'Wide load escort checklist.'

ORDER

Officers are not to provide police radio equipment to private companies whilst engaged in wide load escorts.

12.14.3 Responsibilities of officers upon the completion of the escort

PROCEDURE

Upon completion of an excess dimension vehicle escort, the police escort supervisor 'in control' of the escort is to:

- (i) ensure that any equipment supplied to police by the owner, driver or operator of the excess dimension vehicle or by any other person is returned;
- (ii) complete the PT 73: 'Wide Load Escort Checklist' (available on QPS Forms Select) in all instances and submit it to the Heavy Vehicle Road Operations (Program Office) (see Contact Directory). Where damage has been caused to any property by any vehicle involved in the excess dimension vehicle escort, the appropriate section of the report should be completed; and

(iii) where damage has been caused to any property by any vehicle involved in the excess dimension vehicle escort, ensure:

(a) that the PT 73: 'Wide load escort checklist' (available on QPS Forms Select) is forwarded to the relevant authority whose property has been damaged (e.g. Queensland Rail where damage to Queensland Rail property has occurred); and

(b) in cases of damage caused to private property, the owner of the property has been appropriately notified (see s. 5.2: 'Attending and investigating traffic crashes' of the Traffic Manual).

The Officer in Charge of the Heavy Vehicle Road Operations (Program Office) who receives a completed PT 73: 'Wide Load Escort Checklist' should ensure that a copy of the form is attached to and filed with the QP 0023B: 'Statement of Special Services – Wide Load Escort'.

Administration

POLICY

The contents of this circular will be incorporated into the Traffic Manual in due course.

Sections 8.8: 'Verbal cautions and formal warning notices,' 8.9: 'Defect Notices,' 11.2: 'Fatigue management,' 11.2.3: 'Issuing work diaries,' 11.4: 'Loading offences,' 12.2: 'Applications for permits generally,' 12.13: 'Excess dimension vehicle permits,' 12.13.1: 'Types of permits,' 12.13.2: 'Applications for excess dimension permits generally,' 12.13.3: 'Determination to issue permits,' 12.13.4: 'Conditions to be imposed on the issue of a permit,' 12.13.5: 'Permits and escorts for the moving of buildings,' 12.14.1: 'Responsibilities of officers prior to commencing escort,' 12.14.2: 'Responsibilities of officers during escort,' 12.14.3: 'Responsibilities of officers upon the completion of the escort' and 12.15: 'Agricultural vehicles' are hereby cancelled.

ORDER

Officers in charge are to note the contents of this circular and bring them to the notice of all members under their control.

**S W GOLLSCHEWSKI
DEPUTY COMMISSIONER
(STRATEGY, POLICY AND PERFORMANCE)**