

# Heavy Vehicle Emergency Service Management Log

Vehicle Registration: \_\_\_\_\_

Vehicle Make/Model: \_\_\_\_\_

Vehicle Call sign: \_\_\_\_\_

Unit Name: \_\_\_\_\_

(where the vehicle is stationed)

Contact person: \_\_\_\_\_

(commander or manager of the unit)

Contact number: \_\_\_\_\_

(contact details of unit)

State/time zone: (circle)

|     |    |     |     |     |     |    |    |
|-----|----|-----|-----|-----|-----|----|----|
| VIC | SA | NSW | ACT | TAS | QLD | NT | WA |
|-----|----|-----|-----|-----|-----|----|----|

## DRIVER DISCLAIMER

By completing the details of the Heavy Vehicle Emergency Services Management Log and signing, the driver of the vehicle acknowledges they:

- 1) have a current valid Driver's License appropriate to the operation of the FRHV and current Member ID number of the Emergency Service organisation with whom you are working.
- 2) are aware of the State and Agency Statutory requirements in relation to operating this vehicle including (but not limited to) BAC, Fatigue Management Plan, SOPs, and their own duty of care.
- 3) are appropriately trained to operate the FRHV in accordance with SOPs
- 4) will continue to utilise a National Work Diary, in addition to this log, if obligated to do so under the HVNL
- 5) will maintain compliance with Standard Hours limits as described in the Standard Hours table on page 2.

## Fatigue-regulated Heavy Vehicle (FRHV)

National heavy vehicle driver fatigue laws apply to fatigue-regulated heavy vehicles, which are:

- a vehicle with a Gross Vehicle Mass (GVM) of over 12t
- a combination when the total of the GVM is over 12t
- buses with a GVM over 4.5t fitted to carry more than 12 adults (including the driver)
- a truck, or a combination including a truck, with a GVM of over 12t with a machine or implement attached.

## Drivers who are required to keep a Work Diary

Any driver required by the Heavy Vehicle National Law (HVNL) to carry a Work Diary to record hours of work related to a FRHV outside of their emergency service FRHV work, must continue to use their Work Diary and include all emergency service FRHV work in their Work Diary as well as in the Heavy Vehicle Emergency Services Management Log.

## Standard Operating Procedures (SOPs)

Drivers of FRHV for an Emergency Service organisation must always adhere with their agency SOP for managing fatigue in addition to complying with the Standard Hours as set out in the HVNL (as described in the Standard Hours table on page 2).

## Standard Hours (applies to ALL drivers)

The maximum times permitted for drivers to work under the HVNL is described in the Standard Hours table on page 2.

The Heavy Vehicle Emergency Services Work Diary and Record Keeping Exemption 2026 (No.1) permits you to drive without maintaining a National Work Diary if you do not already use one outside of the emergency service.

You are required to keep records in the attached – Heavy Vehicle Emergency Service Management Log where you will detail your start and finish times as well as the total hours worked.

Work and rest hour requirements under Standard Hours apply to ALL drivers.

## Work and Rest

*Work time* includes all tasks to do with the operation of the fatigue-regulated heavy vehicle. Driving is obviously *work time*, but *work time* also includes tasks such as:

- loading and unloading the vehicle
- inspecting, servicing or repair work
- attending to the load or to passengers (on a bus)
- cleaning or refueling the vehicle
- instructing or supervising another person including learning to drive a heavy vehicle, learning a new route, making deliveries etc.
- recording information or completing a document (for example a work diary).

It does not matter if the tasks occur on private property or on a road or road related area, they are classified as *work*.

*Rest and rest time* is any time that a person is not working in relation to a fatigue-regulated heavy vehicle, however, Emergency Service Personnel engage in activities that have the potential to increase an individual's fatigue. These activities do not count as work time but must be considered before commencing any FRHV activity.

Driving a FRHV while fatigued is an offence; law enforcement officers can park you and the vehicle for up to 48 hours if they suspect you are fatigued, even if breaks have been recorded.

# Standard Hours (as permitted under the HVNL)

## Solo drivers

| TIME                       | WORK   | REST  |
|----------------------------|--|---|
| <b>In any period of...</b> | 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... |
| <b>5 ½ hours</b>           | 5 ½ hours work time                                  | 15 continuous minutes rest time   |
| <b>8 hours</b>             | 7 ½ hours work time                                  | 30 minutes rest time in blocks of 15 continuous minutes                                 |
| <b>11 hours</b>            | 10 hours work time                                   | 60 minutes rest time in blocks of 15 continuous minutes                                 |
| <b>24 hours</b>            | 12 hours work time                                   | 7 continuous hours stationary rest time*  |
| <b>7 days</b>              | 72 hours work time                                   | 24 continuous hours stationary rest time  |
| <b>14 days</b>             | 144 hours work time                                  | 2 x night rest breaks# and 2 x night rest breaks taken on consecutive day               |

\* = Stationary rest time is the time a driver spends out of a heavy vehicle or in an approved sleeper berth of a stationary heavy vehicle.

# = 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.

## Solo drivers in the bus and coach sector only

| TIME                       | WORK   | REST  |
|----------------------------|--|---|
| <b>In any period of...</b> | 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... |
| <b>5 ½ hours</b>           | 5 ½ hours work time                                  | 15 continuous minutes rest time   |
| <b>8 hours</b>             | 7 ½ hours work time                                  | 30 minutes rest time in blocks of 15 continuous minutes                                 |
| <b>11 hours</b>            | 10 hours work time                                   | 60 minutes rest time in blocks of 15 continuous minutes                                 |
| <b>24 hours</b>            | 12 hours work time                                   | 7 continuous hours stationary rest time*  |
| <b>7 days</b>              |  | 6 x night rest breaks#  |
| <b>28 days</b>             | 288 hours work time                                  | 4 x 24 hours stationary rest time*  |

\* = Stationary rest time is the time a driver spends out of a heavy vehicle or in an approved sleeper berth of a stationary heavy vehicle.

# = 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.

## Heavy Vehicle Emergency Service Management Log (enter organisation and contact number)

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Each line is a single journey from when you start working to when you stop working (working is more than just driving – see definitions on page 1)

When you stop, even if only for a 15-minute break, as required under Standard Hours, record this as the FINISH time with the total amount of Work time. Then when you start working again start a new line.