

DRIVER TRAINING & COMPLIANCE PACK

Consolidated Transport Pty Ltd | WAHVA Operator:

HOW TO COMPLETE THIS PACK

This pack has 3 sections:

TAB 1 — TRAINING: Read all 6 modules. Tick ONE checkbox per knowledge check question (pass mark 80%). Manager signs off scores.

TAB 2 — DOCUMENTS: Read every policy and procedure attached. Tick the 'Yes' checkbox and sign your name in the sign-off table.

TAB 3 — STATEMENTS OF RESPONSIBILITY: Sign and date each SOR document relevant to your role.

FOR ADOBE SIGN: Tick boxes by clicking them. Sign in the signature fields. Date fields are filled automatically.

SECTION 1 — DRIVER DETAILS

Full name (print):	
Driver licence number:	
Licence class:	
Licence expiry:	
Commercial Driver Medical — expiry:	
Phone number:	
Email address:	
Start date with Consolidated Transport:	
AMMS authorised?	☐ YES ☐ NO

TAB 1 — TRAINING MODULES

MODULE S1 — COMMON STANDARDS & SYSTEMS MANAGEMENT

Learning objectives: Understand what WAHVA is, how Consolidated Transport manages compliance, your responsibilities, and what happens when things go wrong.

1. WHAT IS WAHVA?

WAHVA stands for Western Australian Heavy Vehicle Accreditation. It is a mandatory safety program managed by Main Roads Western Australia.

WAHVA exists because heavy vehicle accidents are a major cause of death and injury on WA roads. WAHVA ensures consistent safety standards across operators and protects you, your colleagues, the public, and the business. **WAHVA Accreditation consists of the following Modules:**

- S1 — Common Standards & Systems Management
- S2 — Fatigue Management
- S3 — Maintenance Management
- S4 — Dimension & Load Management
- S5 — Mass Management (AMMS)

Main Roads WA can audit Consolidated Transport at any time, without notice. An auditor will check your records going back up to 3 years. All WAHVA required documentation must be complete and accurate every single day.

2. YOUR RESPONSIBILITIES

- Holding a current driver's licence and a current Commercial Vehicle Driver Medical
- Completing the Daily Fit for Work Declaration before every shift (Docket Book)
- Completing the Daily Pre-Start Inspection before every shift (Docket Book)
- Recording all driving hours, breaks, and non-work time on the Daily Trip Sheet (Docket Book)
- Completing the Dimension & Loading Checklist before every trip (Docket Book)
- Completing the Mass Management Load Checklist before every AMMS trip (Docket Book)
- Reporting all faults, incidents, near misses, and infringements immediately
- Ensuring a Truck Pack is in the cab with valid documentation (e.g. Registration, Risk Assessment, Service History, Client / Site Access forms, AMMs, Oversize or any other Restricted Vehicle permits, Loading Plans)
- Complying with all permit conditions on every trip
- Following all Consolidated Transport policies, procedures and written instructions

3. THE DOCKET BOOK — YOUR PRIMARY TOOL

Consolidated Transport captures all compliance records electronically via the Docket Book. Before you move the vehicle for any reason, access the Docket Book and complete:

1. Fit for Work Declaration
2. Pre-Start Inspection
3. Trip details — docket number, collection, delivery, permit, odometer
4. Dimension & Load Checklist — every trip
5. Mass Checklist — AMMS trips only

The Docket Book is not optional. No record = non-compliance at audit = Corrective Action Report against Consolidated Transport and against you.

4. CHAIN OF RESPONSIBILITY (CoR)

Under WA law, everyone who influences transport operations shares legal responsibility. You cannot be pressured to drive beyond fatigue limits, carry an overloaded load, or skip a pre-start check. If you are asked to do so, refuse and report it immediately to Management.

MODULE S1 — KNOWLEDGE CHECK (TICK ONE BOX PER QUESTION — PASS: 4 OUT OF 5)

Q1: What does WAHVA stand for?

- ☐ A) Western Australian Heavy Vehicle Association
- ☐ B) Western Australian Heavy Vehicle Accreditation
- ☐ C) Work and Health Vehicle Authority
- ☐ D) WA Highway Vehicle Administration

Q2: What documentation must remain in the “Truck Pack” at all times?

- ☐ A) Truck and Trailer registrations
- ☐ B) Loading Plans
- ☐ C) AMMS and Other Permits
- ☐ D) All of the above

Q3: How do drivers access the Docket Book to complete their daily records?

- ☐ A) Phone call to the office
- ☐ B) Paper forms in the glove box
- ☐ C) Online smartphone app invitation via sms to complete a profile and link to jobs
- ☐ D) Email to the scheduler

Q4: A client asks you to carry a load over the permitted weight limit. What do you do?

- ☐ A) Carry it if the client says it is OK
- ☐ B) Carry it if the trip is short
- ☐ C) Refuse and contact the Scheduler or Transport Manager immediately
- ☐ D) Carry it but drive slowly

Q5: How often does Main Roads WA conduct compliance audits on accredited operators?

- ☐ A) Only once per year on a scheduled date
- ☐ B) Every 5 years
- ☐ C) At any time without notice
- ☐ D) Only after an accident

MODULE S2 — FATIGUE MANAGEMENT

⚠ THIS IS THE MOST CRITICAL MODULE. Fatigue is involved in approximately 25% of serious heavy vehicle crashes in WA. Many are fatal. A fatigued heavy vehicle driver is as dangerous as a drunk driver.

Learning objectives: Know the legal driving limits, understand fit for work requirements, complete trip sheets correctly, and know what to do if fatigue hits during a trip.

1. COMMERCIAL VEHICLE OPERATING STANDARDS — KNOW THESE

RULE	LIMIT
Maximum continuous work before a break	5 hours
Minimum break per 5 hours of work	20 minutes
Minimum continuous rest per 24 hours	7 hours
Maximum time between 7-hour rest breaks	17 hours
Maximum active work in any 14-day period	168 hours
Minimum days off in any 14 days	2 breaks — each a min 24 hours
Minimum days off in any 28 days	4 breaks — each a min 24 hours

2. FIT FOR WORK — DAILY DECLARATION

Before every shift you must access the Docket Book and complete the Fit for Work Declaration. You must honestly answer all of the following:

- I have had at least 7 hours continuous sleep in the last 24 hours
- I have had more than 27 hours non-work rest time in the last 72 hours
- I am free from impairment by fatigue, alcohol, or drugs
- I am free from impairment by any medication that could affect my driving
- My driver's licence is valid for this vehicle
- My Commercial Vehicle Driver Medical is current
- I am physically and mentally fit to drive a heavy vehicle today

IF YOU CANNOT ANSWER YES TO ALL OF THESE — DO NOT COMMENCE THE SHIFT. Contact the Scheduler or Transport Manager: 0459 786 391 or 0483 055 791. You will NOT be penalised for declaring yourself unfit.

3. WHAT TO DO IF FATIGUE HITS DURING A TRIP

1. Pull over safely and immediately — do not wait
2. Turn on hazard lights
3. Take a minimum 20-minute rest break
4. Call the Scheduler or Transport Manager: 0459 786 391 or 0483 055 791
5. Log the break in the Docket Book — time, location, duration
6. Do not recommence driving until you feel genuinely fit

4. DRIVER MEDICAL REQUIREMENTS

All drivers must hold a current Commercial Vehicle Driver Medical Assessment (WHS Regulation 184D). Medicals are valid for up to five years depending on Doctor's recommendation. An expired medical means you CANNOT drive under Consolidated Transport WAHVA.

MODULE S2 — KNOWLEDGE CHECK (TICK ONE BOX PER QUESTION — PASS: 4 OUT OF 5)

Q6: Under WA law, what is the maximum continuous work time before you must take a break?

- ☐ A) 2 hours
- ☐ B) 10 hours
- ☐ C) 5 hours
- ☐ D) 8 hours

Q7: What is the minimum continuous rest you must have in any 24-hour period?

- ☐ A) 5 hours
- ☐ B) 7 hours
- ☐ C) 10 hours
- ☐ D) 4 hours

Q8: You are halfway through a trip and start to feel very drowsy. What should you do?

- ☐ A) Open the window and turn up the radio to stay awake
- ☐ B) Push through to the destination as quickly as possible
- ☐ C) Pull over safely, take a 20-minute break, call management, and log the break in the Docket Book
- ☐ D) Call management and ask if you should continue

Q9: When must you complete the Fit for Work Declaration?

- ☐ A) Once a week on Monday morning
- ☐ B) Before every shift, via the Docket Book
- ☐ C) Only if you feel tired
- ☐ D) At the end of each trip

Q10: How long is a Commercial Vehicle Driver Medical valid for?

- ☐ A) 1 year
- ☐ B) up to 5 years depending on Doctor's assessment and review
- ☐ C) 3 years
- ☐ D) 2 years

MODULE S3 — MAINTENANCE MANAGEMENT

Learning objectives: Complete pre-start inspections correctly, report faults immediately, understand the fault priority system, and know your responsibilities around vehicle roadworthiness.

1. DAILY PRE-START INSPECTION — EVERY SHIFT

Before moving the vehicle for any reason, complete the Pre-Start Inspection via the Docket Book:

System	What to check	Red flags — do not drive if:
Wheels & tyres	Pressure, tread, wheel security	Flat/damaged tyre, loose wheel nuts
Lights & reflectors	All operational, no damage	Any light not working
Windscreen & mirrors	No cracks affecting vision, secure	Cracked windscreen, missing mirror
Engine fluids	No oil, fuel, coolant, hydraulic leaks	Active leaking
Brakes	Operational, ABS/EBS plugs connected	Brake warning light, soft pedal, leaks
Tow couplings	Secure, no excess movement	Loose coupling, damaged king pin

2. FAULT PRIORITY SYSTEM

Code	Meaning	What happens
HIGH	Vehicle OFF ROAD immediately. Do not move until repaired and cleared by Transport Manager.	
MEDIUM	Repair when convenient. Vehicle may operate within safe limits.	
MINOR	Conditions and limits set by Transport Manager. Check at every pre-start.	
Defer	Deferral conditions and repair date set by Transport Manager.	

If unsure whether a fault is serious — treat it as High Priority until the Transport Manager assesses it. DO NOT make this decision yourself.

3. WHEEL NUT INDICATOR SYSTEM

- ORANGE indicators = tyre has NOT yet had its 50km retorque — report to Transport Manager before your shift
- YELLOW indicators = retorque completed at 50km — retorque again at 100km and 1,000km

MODULE S3 — KNOWLEDGE CHECK (TICK ONE BOX PER QUESTION — PASS: 4 OUT OF 5)

Q11: You find an active oil leak during your pre-start. What do you do?

- ☐ A) Drive slowly to the nearest mechanic
- ☐ B) Report to Supervisor or Transport Manager immediately, record in Docket Book, do not move until assessed
- ☐ C) Monitor it during the trip
- ☐ D) Clean it up and continue

Q12: A fault is classified as High Priority. What does this mean?

- ☐ A) Minor fault — fix at next service
- ☐ B) Vehicle can operate but must be monitored
- ☐ C) Vehicle must be taken off road immediately and not operated until repaired
- ☐ D) The scheduler decides whether to operate

Q13: When must the Daily Pre-Start Inspection be completed?

- ☐ A) Once a week
- ☐ B) Before moving the vehicle for any reason on every shift
- ☐ C) Only if going on a long trip
- ☐ D) At the end of each shift

Q14: How often must Consolidated Transport vehicles have a Certificate of Roadworthiness?

- ☐ A) Every 5 years
- ☐ B) Every 3 years
- ☐ C) At least every 12 months
- ☐ D) Only when sold

Q15: You see orange wheel nut indicators on your vehicle. What do they mean?

- ☐ A) The tyre has been fitted correctly
- ☐ B) The tyre has not yet had its 50km retorque — report to Transport Manager
- ☐ C) The tyre needs immediate replacement
- ☐ D) They are decorative

MODULE S4 — DIMENSION & LOAD MANAGEMENT

Learning objectives: Understand load restraint requirements, complete the D&L Checklist, permit requirements, and what to do if a load exceeds limits.

1. THE D&L CHECKLIST — BEFORE EVERY TRIP

Before every trip, complete the Dimension & Loading Checklist via the Docket Book. This confirms: vehicle is fit for the load, dimensions are within permit limits, axle weights are within limits, load is correctly positioned, load is restrained per the National Load Restraint Guide, permit is current and in cab, route is approved on RAV network.

The National Load Restraint Guide must be in the cab of every Consolidated Transport vehicle at all times. When in doubt about restraint — stop and check the guide.

2. LOAD RESTRAINT — YOUR LEGAL OBLIGATION

Under WA law you are personally responsible for the load you carry under Chain of Responsibility laws:

- Tie-down method: restraint force must be at least 50% of load weight
- Direct restraint method: must meet or exceed load weight in all directions
- All chains and straps tensioned to full tension — no sag
- Check restraints at the first stop (approx. 50km) and after every rest break

3. PERMITS — MANDATORY BEFORE DEPARTURE

Confirm permit is current and in cab, covers this specific vehicle/trailer combination and load type, and the route is approved on the RAV network.

NO VALID PERMIT = NO MOVE. Full stop. Never move a load without a valid permit in the cab.

MODULE S4 — KNOWLEDGE CHECK (TICK ONE BOX PER QUESTION — PASS: 4 OUT OF 5)

Q16: When must the Dimension & Loading Checklist be completed?

- ☐ A) Once per week
- ☐ B) At the end of every trip
- ☐ C) Before every trip, via the Docket Book
- ☐ D) Only for loads that require a permit

Q17: A load exceeds the permit limits. What do you do?

- ☐ A) Carry it carefully if the distance is short
- ☐ B) Carry it and report after delivery
- ☐ C) Do not load or move — contact the Scheduler and Transport Manager immediately
- ☐ D) Ask the client if it is OK

Q18: Under the tie-down restraint method, the restraint force must be at least what percentage of the load weight?

- ☐ A) 25%
- ☐ B) 75%
- ☐ C) 100%
- ☐ D) 50%

Q19: The National Load Restraint Guide must be:

- ☐ A) Available in the office
- ☐ B) In the cab of the vehicle at all times
- ☐ C) Memorised by the driver
- ☐ D) Submitted to Main Roads before each trip

Q20: When should you re-check your load restraints during a trip?

- ☐ A) You don't need to — once secured it's fine
- ☐ B) Only if you hear something move
- ☐ C) At the first stop (approx. 50km) and after every rest break
- ☐ D) Only on trips over 200km

Q21: The Loading Plan and Permits for each truck must be:

- ☐ A) Available in the office
- ☐ B) In the cab of the vehicle at all times
- ☐ C) Memorised by the driver
- ☐ D) Submitted to Main Roads before each trip

MODULE S5 — MASS MANAGEMENT (AMMS)

Note: This module applies to drivers authorised under the Accredited Mass Management Scheme (AMMS). If not AMMS authorised, read for awareness.

1. MASS DEFINITIONS

Term	Meaning
GVM	Gross Vehicle Mass — maximum weight of a single vehicle alone
GCM	Gross Combination Mass — maximum weight of truck + trailer + dolly combined
ATM	Aggregate Trailer Mass — maximum mass of trailer including its load
AMMS permit	The specific permit for this vehicle that allows operation above standard mass limits

2. YOUR MASS RESPONSIBILITIES — EVERY AMMS TRIP

- Confirm the vehicle's GCM is sufficient for the total combination mass
- Confirm the load is positioned so GROSS MASS is within the AMMS permit limit
- Confirm every AXLE GROUP is within its allowable mass limit
- Confirm the AMMS permit covers this vehicle, load, and intended route
- Complete Load and Dimension checks in Docketbook according to your Truck Pack information provided (including Loading Plans and AMMS / Oversize Permits)

You cannot determine an AMMS permit authorises a load just because it looks similar to previous loads. Confirm the permit covers this specific vehicle, load type, and route on every trip.

MODULE S5 — KNOWLEDGE CHECK (TICK ONE BOX PER QUESTION — PASS: 4 OUT OF 5)

Q21: What does GCM stand for?

- ☐ A) Gross Combined Movement
- ☐ B) Gross Combination Mass
- ☐ C) Government Controlled Mass
- ☐ D) General Cargo Maximum

Q22: You suspect the AMMS load might be overloaded. What do you do?

- ☐ A) Proceed — it is probably fine
- ☐ B) Weigh it yourself and use your judgment
- ☐ C) Do NOT depart. Contact the Scheduler immediately.
- ☐ D) Drive to the nearest weighbridge

Q23: Which document records gross mass and axle distribution for every AMMS trip?

- ☐ A) Risk Assessment
- ☐ B) Loading Plan
- ☐ C) Site Access Form
- ☐ D) No form required

Q24: The AMMS permit for your vehicle expired last week. Can you operate under AMMS today?

- ☐ A) Yes — if the trip is short
- ☐ B) Yes — as long as the load is within normal limits
- ☐ C) No — you must have a current AMMS permit before operating above standard mass limits
- ☐ D) Yes — the scheduler will sort it out after the trip

Q25: What is the difference between GVM and GCM?

- ☐ A) They are the same thing
- ☐ B) GVM is the truck alone; GCM is truck + trailer + dolly combined
- ☐ C) GVM is the maximum, GCM is the recommended weight
- ☐ D) GVM applies to trailers; GCM applies to prime movers

MODULE S6 — INCIDENT & ACCIDENT PROCEDURES

Learning objectives: Know the immediate steps for every type of incident and understand your reporting obligations.

IMMEDIATE ACTIONS FOR ALL INCIDENTS

1. **STOP WORK immediately**
2. **If life-threatening emergency — call 000**
3. **Move to a safe area AWAY from the road**
4. **Call Consolidated Transport Management: 0459 786 391 or 0483 055 791**
5. **Secure the area with cones from the truck if necessary**
6. **Record the time and take as many photos as possible**

If a third party is involved: photograph their licence, record phone/email, photograph any vehicle damage.

Procedure	Incident type	Reporting within 48hrs
PRO-13 Rollover	RAV rolls — partial or full	Main Roads website + WA Police
PRO-14 Crash	Collision with vehicle or object (incl. animal, fire, unrestrained load)	Main Roads + WA Police. Power pole: Horizon Power 13 13 51
PRO-15 Separation	Trailer or dolly detaches on public road	Main Roads + WA Police
PRO-16 Near Miss	Serious incident almost occurred	Docket Book + Main Roads within 48hrs – may need to complete Incident Report
PRO-17 Vehicle Failure	RAV malfunctions on road	Stay in truck. Call management. Main Roads + WA Police if required
PRO-18 Tyre Blowout	Single or multiple tyres come off	DO NOT walk on road

WHEN THE MANAGER ARRIVES: They will check your Docket Book records — Fit for Work, pre-start, trip sheet, D&L, mass checklist. Complete the Docket Book every single day — it is your protection at an incident scene.

ZERO TOLERANCE RULES

- **NO alcohol or drugs while on duty or on call**
- **NO mobile phone use while driving (hands-free only)**
- **NO falsification of records**
- **NO operating a vehicle with an uncleared High Priority fault**
- **NO moving a load without a valid permit in the cab**
- **NO commencing a shift without completing Fit for Work Declaration and Pre-Start**

MODULE S6 — KNOWLEDGE CHECK (TICK ONE BOX PER QUESTION — PASS: 4 OUT OF 5)

Q26: Your tyre blows out. What is the FIRST thing you should do?

- ☐ A) Get out and remove the tyre from the road
- ☐ B) Call the office to report it
- ☐ C) Stop immediately, hazards on, call 000 if life-threatening, move to safe area, call CCS management
- ☐ D) Continue slowly to the nearest town

Q27: What must the Safety Manager complete within 48 hours of any reportable incident?

- ☐ A) Only a Consolidated Transport internal report
- ☐ B) Main Roads Incident Reporting form and a WA Police report
- ☐ C) A phone call to the client
- ☐ D) An email to the insurance company

Q28: After a tyre blowout, when can you walk on the road to remove the tyre?

- ☐ A) Immediately — clear the road quickly
- ☐ B) After 10 minutes
- ☐ C) Not until the road is made safe by WA Police or Main Roads Traffic Incident team
- ☐ D) When traffic looks clear

Q29: You almost roll the vehicle but manage to recover. This is a:

- ☐ A) Normal driving experience — no need to report
- ☐ B) A near miss — must be reported via Docket Book QR and to Main Roads within 48 hours
- ☐ C) A small incident — tell management next week
- ☐ D) Only reportable if there was damage

Q30: You hit a power pole in a crash. After calling 000, who do you call next?

- ☐ A) Your family
- ☐ B) Horizon Power emergencies line: 13 13 51
- ☐ C) The client
- ☐ D) Do nothing until police arrive

TOTAL TRAINING SCORES — OFFICE USE ONLY			
S1 — Common Standards	5	___ / 5	☐ Pass ☐ Retrain
S2 — Fatigue Management	5	___ / 5	☐ Pass ☐ Retrain
S3 — Maintenance Management	5	___ / 5	☐ Pass ☐ Retrain
S4 — Dimension & Load	5	___ / 5	☐ Pass ☐ Retrain
S5 — Mass Management (AMMS)	5	___ / 5	☐ Pass ☐ Retrain
S6 — Incident Procedures	5	___ / 5	☐ Pass ☐ Retrain
TOTAL	30	___ / 30	☐ Pass ☐ Retrain

Assessor name: _____ Date: _____

TAB 2 — DOCUMENT SIGN-OFF TABLE

Tick the checkbox for each document you have read and understood. Sign your name and date in the columns provided. Physical copies of each document are attached after this page.

Doc No.	Document	Read?	Driver Signature	Date
CTS-HVA-POL-01	Systems Management Policy <i>How Consolidated Transport manages WAHVA compliance across all modules</i>	☐ Yes		
CTS-HVA-POL-02	Driver Statement of Responsibilities <i>Your specific duties under WAHVA — fatigue, maintenance, D&L, mass, incidents</i>	☐ Yes		
CTS-HVA-POL-03	Fatigue Management Policy <i>Fatigue limits, driver obligations, medical requirements, breach consequences</i>	☐ Yes		
CTS-HVA-POL-04	Maintenance Management Policy <i>Pre-start requirements, fault reporting, roadworthiness obligations</i>	☐ Yes		
CTS-HVA-POL-05	Mass Management Policy <i>AMMS obligations, gross mass and axle distribution requirements</i>	☐ Yes		
CTS-HVA-POL-06	Common Standards Policy <i>Overall WAHVA compliance obligations and system management</i>	☐ Yes		
CTS-HVA-POL-07	Dimension & Load Management Policy <i>Load restraint, permit requirements, D&L checklist obligations</i>	☐ Yes		

SECTION B — DAILY PROCEDURES (these apply every single shift)

CTS-HVA-PRO-06	Fatigue Management Procedure <i>Scheduling, rostering, fitness for work, workplace conditions</i>	☐ Yes		
CTS-HVA-PRO-07	Fit for Work & Daily Readiness Procedure <i>How to complete the Fit for Work Declaration before every shift</i>	☐ Yes		
CTS-HVA-PRO-10	Vehicle Pre-Start Inspection Procedure <i>What to check, how to record it, what to do if a fault is found</i>	☐ Yes		
CTS-HVA-PRO-11	Dimension & Loading Requirements Procedure <i>D&L Checklist via Docket Book — required before every trip</i>	☐ Yes		

SECTION C — SAFE WORK PROCEDURES

CTS-HVA-SWP-01	Coupling & Decoupling of Trailers <i>Step-by-step procedure including tug test, hose connections, tow coupling checks</i>	☐ Yes		
CTS-HVA-SWP-02	Changing Tyres — Heavy Vehicle <i>Safe tyre change including PPE, safe work area, wheel nut indicator system</i>	☐ Yes		
CTS-HVA-SWP-03	Load Restraint & Tie-Down <i>5-step load securing procedure</i>	☐ Yes		

SECTION D — INCIDENT & EMERGENCY PROCEDURES (know these before you drive)

CTS-HVA-PRO-13	Rollover Procedure <i>RAV rolls — immediate steps, evidence collection, Main Roads reporting</i>	☐ Yes		
CTS-HVA-PRO-14	Crash Procedure <i>Collision — includes animal strike, fire, power pole</i>	☐ Yes		
CTS-HVA-PRO-15	Vehicle Separation Procedure <i>Trailer or dolly detaches from combination on public road</i>	☐ Yes		
CTS-HVA-PRO-16	Near Miss Procedure <i>Serious incident almost occurred — reporting and corrective action</i>	☐ Yes		
CTS-HVA-PRO-17	Vehicle Failure Procedure <i>RAV malfunction on road — stay in truck, hazard lights, call management</i>	☐ Yes		
CTS-HVA-PRO-18	Tyre Blowout Procedure <i>DO NOT walk on road. Stay in truck until road blocked by police.</i>	☐ Yes		
CTS-HVA-PRO-20	Mass Management Procedure <i>AMMS vehicle control, loading method, overloaded vehicles</i>	☐ Yes		

FINAL DECLARATION

I declare that:

- I have read and understood every module in this Driver Training & Compliance Pack (CCS-HVA-TRN-01)
- I have read and understood every policy and procedure listed above
- I have signed all relevant Statements of Responsibility as provided
- I understand my responsibilities as a Consolidated Transport driver under WAHVA
- I agree to comply with all policies, procedures, and written instructions
- I understand that failure to comply may result in disciplinary action up to and including immediate termination
- I will inform management immediately if any compliance documents (licence, medical) expire or my fitness to drive changes

I understand this pack is a legally auditable document retained in my personnel file for a minimum of 3 years.

DRIVER	AUTHORISED BY — CONSOLIDATED TRANSPORT PTY LTD
Full name (print): _____	Name: _____
Signature: _____	Signature: _____
Date: _____	Date: _____