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Guidelines

for Preparing an Oversize Overmass Transport Management Plan (OSOM-TMP)

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otherwise. Refer to iRoads for current version.

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Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.
1	3 March 2021	Changed title, formatted document and added note regarding technical aspects under section 5.	All
2	15 September 2021	Added requirement to submit Oversize Overmass (OSOM) Transport Management Plan Coversheet with OSOM-TMP.	s.6

References and Related Documents

Document Number	Description
D17#69869	Movement of High Risk OSOM Vehicles Policy
D19#696602	Single Trip Oversize Vehicle Standard Operating Conditions
D21#866627	Oversize Overmass (OSOM) Transport Management Plan Coversheet

1 PURPOSE

An Oversize Overmass Transport Management Plan (OSOM-TMP) is a comprehensive document that describes how a high-risk Oversize / Overmass (OSOM) vehicle movement will be safely undertaken. The purpose of the OSOM-TMP is to complement the route survey by documenting plans, procedures and other operational activities that are required to manage risks identified in the route survey.

These guidelines aim to assist transport operators, conducting high-risk OSOM vehicle movements, to understand the requirements associated with completing OSOM-TMPs.

2 WHEN AN OSOM-TMP IS REQUIRED

An OSOM-TMP is required for all high-risk OSOM movements, as outlined in the *Movement of High Risk OSOM Vehicles Policy* and in the *Single Trip Oversize Vehicle Standard Operating Conditions*, available in the Heavy Vehicles section on the Main Roads website.

3 WHO CAN PREPARE AN OSOM-TMP

While input will be required from the transport operator and a qualified engineer, as required, only a person holding a Main Roads WA accreditation in Advanced Worksite Traffic Management (AWTM) may prepare an OSOM-TMP. This includes any amendments made to a previously accepted OSOM-TMP.

4 ROUTE SURVEY

The Route Survey may form part of the OSOM-TMP or may be a separate document(s). Where areas are identified in the Route Survey that require traffic management or other special arrangements to manoeuvre around road infrastructure, the plans, procedures and other operational activities that are required to manage the risks identified must be detailed in the OSOM-TMP.

5 OSOM-TMP REQUIREMENTS

To ensure an OSOM-TMP is accepted by Main Road Heavy Vehicle Services (HVS), the following section outlines what should be included.

Note: *The transport operator or qualified engineer will need to provide the accredited AWTM person with the technical aspects required for the particular OSOM-TMP.*

5.1 Project Scope

The OSOM-TMP should include background information regarding the transportation task (i.e. new mine site, maintenance program, wind farm etc.). It should also provide information on how many movements, including mass and dimensions, will be required to fulfil the transportation task.

5.2 Vehicle and Load Details

The OSOM-TMP should include a diagram clearly showing the dimensions of the load and the vehicle(s) used to transport the load. The diagram must show side, front and rear perspectives and include:

- (a) The overall width, length and height;
- (b) The individual axle spacings;

- (c) The ground contact width;
- (d) The ground clearances; and
- (e) The required axle mass for each individual axle / axle group.

Note: *The net weight of the load and gross mass of the combination must also be provided.*

5.3 Engineering Certification

Main Roads may require engineering certification for excessively large or heavy loads to ensure the load is safe and suitable for road transport. The engineering certification should include:

- (a) Confirmation of the Centre of Gravity of load;
- (b) Confirmation that all supports are adequate;
- (c) Confirmation that load restraint and connection points are adequate;
- (d) Confirmation that the combination is suitable and safe for road transport;
- (e) Confirmation that the route is suitable based on gradients, cambers, curbing etc.; and
- (f) Managing any other conditions, e.g. wind impacts, acceleration limitations etc.

Note: *A suitably qualified engineer must sign the engineering certification.*

5.4 Risk Management Plans and Procedures

The OSOM-TMP must detail the plans and procedures that will be used to safely manage situations identified in the Route Survey that require traffic management or other special arrangements to manoeuvre around road infrastructure, such as:

- (a) Traffic Guidance Schemes showing the positioning of the Traffic Escorts, Pilots and traffic management signage to ensure appropriate management of traffic;
- (b) Details of any special arrangements for manoeuvring around road infrastructure;
- (c) Procedure for managing bridge crossings;
- (d) Procedure for removing and reinstating roadside furniture, such as signage or traffic signals;
- (e) Procedure for managing any merging traffic;
- (f) Procedure for managing vehicles stopped in emergency lanes or on the roadside;
- (g) Procedure for allowing any following and/or oncoming traffic to safely pass; and
- (h) Pre-movement briefing procedure to ensure all parties are fully aware of their roles and responsibilities.

5.5 Contingency Plans

The OSOM-TMP must include contingency plans to manage situations such as the following:

- (a) A clear schedule identifying stages of the movement and the time each stage is expected to be completed, with a contingency plan in the event the stages have not been completed within the expected time to avoid breaching any curfew conditions;
- (b) Procedure for managing a change in weather conditions that may adversely affect the stability and safety of the load, such as excessive wind speed;
- (c) Procedure for managing poor visibility resulting from smoke or fog, where the OSOM vehicle movement will be required to cease;

- (d) Procedure for managing a mechanical failure / breakdown to ensure the OSOM vehicle is not stranded in a location that will cause significant disruption; and
- (e) Procedure for managing an accident, including emergency procedures.

5.6 Stakeholder and Community Engagement

Where the movement may have a significant impact on other road users or businesses in a particular area, stakeholder and community engagement must be undertaken to provide advance warning of the disruption. Engagement may include:

- (a) Letter drops;
- (b) Newspaper advertisements;
- (c) Radio announcements; and
- (d) Variable Message Board notices.

Note: *It may be necessary to use more than one form of engagement to provide warning prior to the OSOM vehicle movement and throughout the duration of the movement.*

5.7 Other Approvals

Where other approvals are required, such as Western Power approval, copies must be included in the OSOM-TMP.

6 SUBMITTING AN OSOM-TMP

An OSOM-TMP, along with the *Oversize Overmass (OSOM) Transport Management Plan Coversheet* must be submitted to HVS for assessment and review at least 4 weeks prior to the proposed OSOM movement.

Prior to submitting, the OSOM-TMP must be checked to ensure all the requirements outlined in Section 5 have been included. Failure to address all the listed requirements may result in the OSOM-TMP being returned with a request for further information, which will delay the permit approval process.

Completed OSOM-TMPs should be submitted via email to permit.applications@mainroads.wa.gov.au

7 OSOM-TMP ASSESSMENT

HVS will conduct a review to ensure the OSOM-TMP has met all of the requirements and demonstrates that the OSOM vehicle movement can be conducted safely. The length of time required to assess an OSOM-TMP will vary depending on the complexity of the movement, the load and vehicle dimensions and the route. It is important to allow up to four weeks for the OSOM-TMP assessment.

Once the OSOM-TMP has been reviewed and accepted, the operator will need to submit a permit application for the proposed movement. The permit may include additional conditions, such as approved travel times and traffic management requirements.

Note: *The completion of an OSOM-TMP does not guarantee that an OSOM permit will be approved.*

For further information on OSOM-TMPs, please contact the Heavy Vehicle Helpdesk on 138 486 or email hvo@mainroads.wa.gov.au