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Movement of High Risk OSOM Vehicles Policy

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Contents

1	PURPOSE	4
2	HIGH-RISK OSOM VEHICLE MOVEMENTS	4
3	MOVEMENT AT NIGHT	4
4	OSOM TRANSPORT MANAGEMENT PLANS	4
5	ROUTE SURVEY	5
6	ENGINEERING REPORT	5
7	LOWER RISK NIGHT TRAVEL & FREEWAY MOVEMENTS	5

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Amendments

Revision Number	Revision Date	Description of Key Changes	Section
1	07/03/2023	Full review and reformat of original version (D17#69869).	All
2	13/06/2024	Aligned freeway length limit to the standard oversize operating conditions.	cl. 2.1 & 7.2
3	10/02/2026	Excluded regional section of Freeway.	2.1(b)

1 PURPOSE

This policy identifies high-risk OSOM vehicle movements and the associated requirements.

2 HIGH-RISK OSOM VEHICLE MOVEMENTS

2.1 High-risk OSOM vehicle movements include:

- a) The movement of larger OSOM vehicles, exceeding 8.5 metres in width and/or 50 metres in length. These OSOM vehicles generally require significant traffic management and/or contraflow movements or require other special arrangements to manoeuvre safely around road infrastructure;
- b) The movement of OSOM vehicles in excess of 3.5 metres in width and/or 26 metres in length that require access on or near a Freeway within the Metropolitan Area, where Freeway traffic may be impacted due to the OSOM movement or an incident involving the OSOM vehicle;
- c) The movement of OSOM vehicles in excess of 5.5 metres in width and/or 30 metres in length that require access into the Perth or Fremantle Central Zones; and
- d) The movement of any other OSOM vehicle that Main Roads considers a high-risk to other road users or is travelling on a particular road that is likely to cause excessive disruption to other road users.

3 MOVEMENT AT NIGHT

- 3.1 For road safety and congestion reasons, the movement of high-risk OSOM vehicles must be undertaken at night and with appropriate planning.
- 3.2 The movement of high-risk OSOM vehicles, within the Metropolitan Area, will only be approved between the hours of 9:30pm and 5:00am.
- 3.3 Travel beyond the Metropolitan Area will not be approved until after sunrise, unless approval is granted subject to an OSOM-TMP, which will generally be under "rolling roadblock" arrangements. The exceptions to this are as follows:
 - a) Kwinana Freeway, south of Anketell Road, and Forrest Highway, between 9:30pm and sunrise, provided the RAV is not travelling within the Metropolitan Area after 5:00am. The RAV may only travel off Forrest Highway prior to sunrise to access Wellesley, Bunbury Port or the Willinge Drive Road Train Assembly Area.
 - b) The sections of Tonkin Highway and Great Northern Highway from the Metropolitan Area boundary to the Muchea RTAA, between 9:30pm and 5:00am.

4 OSOM TRANSPORT MANAGEMENT PLANS

An OSOM Transport Management Plan (OSOM-TMP) is required from any transport operator involved in the movement of a high-risk OSOM vehicle. An OSOM-TMP must address the following:

- a) Positioning of the Traffic Escorts and Pilots to enable appropriate management of traffic.

- b) Details of any special arrangements for manoeuvring around road infrastructure.
- c) Pre-movement briefing procedure to ensure all parties are fully aware of their roles and responsibilities.
- d) Contingency plan in the event of poor visibility resulting from smoke or fog.
- e) Procedure for managing bridge crossings.
- f) Procedure for removing roadside furniture, such as signage or traffic signals.
- g) Procedure for managing any merging traffic.
- h) Procedure for managing vehicles stopped in emergency lanes or on the roadside.
- i) Procedure in the event of mechanical failure / breakdown.
- j) A clear schedule identifying stages of the movement and the time each stage is expected to be completed.
- k) A contingency plan in the event the stages have not been completed within the expected time.

5 ROUTE SURVEY

A detailed route survey is required from any transport operator involved in the movement of a high-risk OSOM vehicle. The route survey may be incorporated into the OSOM-TMP, however as a minimum, must include the detail outlined in the *Oversize Vehicle Route Survey – Audit Regime*, available on the Oversize Overmass (OSOM) page on the Main Roads website.

6 ENGINEERING REPORT

For larger OSOM vehicles, Main Roads may require an engineering report to demonstrate the load is suitable and safe for road transport, including details such as stability, structural strength, and load restraint.

7 LOWER RISK NIGHT TRAVEL & FREEWAY MOVEMENTS

- 7.1 OSOM vehicles that are not considered a high-risk are still encouraged to travel during the approved night hours, as there is minimal traffic during these hours and as such, there is a reduced safety risk and no congestion. OSOM vehicles that are not considered a high-risk may be moved during the approved night hours, under general daytime OSOM conditions.
- 7.2 OSOM vehicles, not exceeding 2.5 metres in width and 26 metres in length, may travel on the Freeway during the day, without any additional conditions, provided access onto the Freeway is via the ramp nearest to the site needing to be accessed on the Freeway. The Freeway must not be used as a through-route during the day.
- 7.3 OSOM vehicles, not exceeding 3.5 metres in width and 26 metres in length, may travel on the Freeway during the approved night hours, without any additional conditions.