



OSOM Transport Management Plan Coversheet

The following coversheet is to be completed and submitted with all OSOM Transport Management Plans. This coversheet will assist you in ensuring all aspects of the submitted OSOM TMP have been addressed in line with Main Roads Guidelines for Preparing a Transport Management Plan for an OSOM movement. Failure to take into account all the requirements will result in the OSOM TMP being returned and delaying the acceptance process.

Please complete Part A of this form, confirm Parts B, C, E, F, G and I (Parts D & H should be addressed if applicable) have been addressed within your OSOM TMP and sign the declaration in Part J.

Part A – Operator and Route Information

1. Transport operator details

Name

Address

ABN

2. Contact person details

Name

Phone

Email

3. Load combination details

Provide the width, length, height and mass of the largest load and vehicle/combination transporting the load.

Width (in 2 decimal places)

Length (in 2 decimal places)

Height (in 2 decimal places)

Mass (in 2 decimal places)

Load description (make & model if machinery)

4. Route details

Departure address (include longitude and latitude)

Destination address (include longitude and latitude)

Proposed route

Where the OSOM movement requires more than one day / night of travel, break the route into stages identifying the start and finish locations for each stage (i.e. Parking bay 11, Great Northern Hwy, Karijini Drive, Parking bay 32).

5. OSOM Transport Management Plan (tick applicable)

Submit your OSOM TMP with this application by addressing parts B, C, E, F, G and I provided on the following pages. Parts D and H to be addressed if applicable.

Where a section or criteria within a section is not required to be addressed, provide an explanation in the text box below the particular section.

Part B – Project Scope

- ☐ Include background information on the transportation task (i.e. new mine site, mine site expansion, maintenance program, wind farm etc.)
- ☐ Provide information on the project location, including map of the location and route.
- ☐ Include duration of the project (single movement of OSOM load, six months, twelve months etc.)
- ☐ Include how many movements in total will be required to complete the transportation task.

Part C – Vehicle/Combination and Load details

- ☐ Side, front and rear elevation drawings showing the full dimensions (width, length, height, rear projection, mass) of the largest load and the vehicle/combination transporting the load.
- ☐ For over mass combination – the drawing(s) must also show individual axle spacing's, ground contact width, ground clearance and the required axle mass for each individual axle / axle group, including the net weight of load and gross mass of the combination.
- ☐ Details of load type.
- ☐ Additional equipment and or parts included or removed for transportation.

Part D – Engineering Certification

Does the load exceed 8.5 metres in width, 8.5 metres high, has a high centre of gravity or has been requested by Main Roads Heavy Vehicle Services, then an engineering certification (provided by a suitably qualified engineer) is to be included in the OSOM TMP, addressing the following:

- ☐ Confirmation of the centre of gravity of the load.
- ☐ Supports are adequate.
- ☐ Load restraints and connection points are adequate for the load and suitably rated.
- ☐ Include how many movements in total will be required to complete the transportation task.
- ☐ Route is suitable and has been investigated for any gradients, cambers, curbing etc. which may impact the safe movement of the load.
- ☐ If the load will be impacted by strong winds, acceleration limitations etc. Provide a detailed plan of how this will be addressed prior to departure (i.e. measuring wind speed etc.).

Part E – Route Survey

A detailed route survey is to be included in the OSOM TMP or accompany the OSOM TMP, taking into account the following:

Identify all obstacles and pinch points on the proposed route, including (if applicable):

- ☐
 - Road widths
 - Guard rail widths
 - Guard rail heights
 - Traffic signals

- Power poles
- Light poles
- Street signage
- Roadside parking
- School bus route

Identify all overhead structures (other than live power lines), including height and safety buffer available. If vehicle is required to lower prior to traversing under the structure, include the procedure to be followed by the pilot(s) and driver(s).

☐

Identify any contraflow movements and provide Traffic Guidance Scheme(s) showing how the contraflow movement(s) will be managed.

☐

Identify where power lines are present on the proposed route and approvals have been provided by cable operator confirming Oversize load can safely traverse under the power line(s) or a line lift crew is required.

☐

Include swept path analysis of all intersection / interchanges on the proposed route showing the largest Oversize vehicle traversing through each intersection / interchange.

☐

Part F – Risk Management Plans and Procedures

Detail the plans and procedures that will be in place to safely manage situations identified within the route survey that require traffic management or other special arrangements to manoeuvre around road infrastructure, including:

Traffic Guidance Schemes showing positioning of Pilots, traffic management signage and personnel, including methodology to manage other road users.

☐

- ☐ Provide detail of all special arrangements where the OSOM load must manoeuvre around road infrastructure, such as roundabouts, traffic signals, lighting, intersections etc.
- ☐ Procedure for managing bridge crossings.
- ☐ Procedure for managing merging traffic (if applicable).
- ☐ Procedure for managing vehicles stopped in emergency lanes or on the roadside.
- ☐ Procedure for removing and reinstating roadside furniture, such as street signage, traffic signals or lighting. Include in the OSOM TMP a register identifying the following:
 - Road name
 - SLK point
 - Item description (i.e., stop sign, traffic signal etc.)
 - Position (i.e., Median, LHS, RHS, both).
- ☐ Procedure to clear traffic following or oncoming traffic safely around the OSOM load.
- ☐ Procedure where kerbs / mediums, verges, drains or underground services are being mounted or driven over, include protective measures being put in place and asset owner approval (if required).
- ☐ Procedure where a night-time rolling roadblock is required (where load width exceeds 8.5 metres). Include the methodology for each stage (i.e., how each section of road will be closed, location of traffic management, process for flushing traffic etc. Segments of road to be closed up to 20 kilometres in length.
- ☐ Procedure for managing the build-up of traffic. This may include requiring VMS vehicles to alert traffic to vehicles stopped.
- ☐ Pre movement toolbox briefing procedure to ensure all parties understand their roles and responsibilities.

Part G – Contingency Plans

Contingency plans must be included in the OSOM TMP to manage the following situations:

- ☐ Schedule identifying the stages of the movement and the time each stage is expected to be completed in, with a contingency plan in the event the stage(s) have not been completed within the expected time to avoid breach of curfew conditions.
- ☐ Procedure for managing changes in weather conditions that may adversely affect the stability and safety of the load, such as excessive wind speed.
- ☐ Procedure for managing poor visibility resulting from smoke or fog, where the OSOM movement will be required to cease.
- ☐ Procedure for managing mechanical failure / breakdown, including the provision of the following where applicable:
 - Like for like prime mover
 - Service vehicle
 - Crane on standby in case of retrieval
- ☐ Procedure for managing an accident or incident, including emergency procedures, identifying who to notify dependant on the incident type.

Part H – Contingency Plans

Where the movement may significantly impact other road users or businesses (i.e. road closure) in a particular area, stakeholder and community engagement must be undertaken to provide advance warning of the disruption. The may include:

- ☐ Letter drop.
- ☐ Newspaper advertisement(s).
- ☐ Radio announcement(s).
- ☐ Variable Message Board(s) (VMS).

Note – more than one form of engagement may be required to provide sufficient notification to road users of the impending movement of the OSOM load (i.e., where a night-time rolling roadblock is required, Newspaper advertisements, Radio announcements and VMS boards would be required).

Part I – Other approvals

Where other approvals are required, such as power cable provider, railway crossing provider etc. copies of approvals must be included in the OSOM TMP. Indicate below which approval(s) are included:

- ☐ Cable operator(s).
- ☐ Railway crossing provider.
- ☐ Other.

Part J – Applicant Declaration

The information given in this application is complete, true and correct in every detail. I understand that failure to provide complete, true and correct information in this application will result in the application not being processed or refused. I understand the assessment process may take up to four weeks.

Operator or contact person

Position in Company

Signature

Date

Part K – Lodging your form

Prior to submitting this completed form and all required documentation, check to ensure all the requirements outlined within this document have been included in the OSOM TMP. 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.

Email to: permit.applications@mainroads.wa.gov.au

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