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Policy & Process for Self-Propelled Modular Transporter (SPMT) Access

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Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.
1	06/02/2023	Full review and reformat of original version (D20#46384).	All
2	05/10/2023	Updated requirements to clarify permit, OSOM-TMP and "rolling roadblock" requirements.	All

1 PURPOSE

A Self-Propelled Modular Transporter (SPMT) generally carry loads with extraordinary mass and travel at very slow speeds. SPMTs often have solid tyres, which have significant impact on the road infrastructure. This policy is aimed at ensuring SPMTs are only used when absolutely necessary and are moved in such a manner that ensures road safety and minimises road infrastructure impacts.

2 POLICY

Main Roads Heavy Vehicle Services (HVS) will not issue a permit allowing an SPMT (including multiple SPMTs used collaboratively under a single load) to travel on a road that is open to the public, without support from the relevant road manager, a positive assessment of all structures on the route and an appropriate Oversize Overmass Transport Management Plan (OSOM-TMP) submitted by the transport operator. For an SPMT to be issued a permit from HVS, the road section that the SPMT is travelling on must be closed to other traffic under "rolling roadblock" arrangements, clearly detailed in the OSOM-TMP.

3 ROLLING ROADBLOCK ARRANGEMENTS

- 3.1 HVS will only issue a permit for the movement of an SPMT if the movement occurs under "rolling roadblock" arrangements. A "rolling roadblock" requires a Traffic Escort Warden and an appropriate number of Heavy Vehicle Pilots, with additional traffic management where necessary, to exclude all other traffic from the section of road that the SPMT is travelling on.
- 3.2 The transport operator must submit an OSOM-TMP detailing how traffic will be managed around the SPMT during the "rolling roadblock", including how advanced notification will be provided to other road users and anticipated traffic delays. Refer to the [Guidelines for Preparing an Oversize Overmass Transport Management Plan \(OSOM-TMP\)](#).
- 3.3 Typically, "rolling roadblock" movements should occur at night (between 11pm and 5am Sunday to Thursday) to minimise impact on other road users, depending on the location and duration of the movement.

4 REQUIREMENT FOR A PERMIT

- 4.1 A permit will only be issued once a satisfactory OSOM-TMP is submitted.
- 4.2 A permit for the movement of an SPMT will be issued subject to an assessment and approval by Main Roads Structures Engineering Branch.
- 4.3 Road Manager support will be required prior to HVS issuing a permit for the movement of an SPMT.
- 4.4 Permits for the movement of an SPMT will be subject to relevant conditions in the [Single Trip OSOM Vehicle Standard Operating Conditions](#), such as Pilot & Traffic Escort Requirements, and Additional Warning Devices at Night.

5 APPLICANT RESPONSIBILITIES

- 5.1 The applicant must undertake a route assessment to ensure the SPMT can travel safely along the proposed route without damaging roadside furniture, etc.
- 5.2 The applicant must obtain Western Power / Horizon Power approval.
- 5.3 The applicant will need to prepare an appropriate OSOM-TMP, including a full route survey.