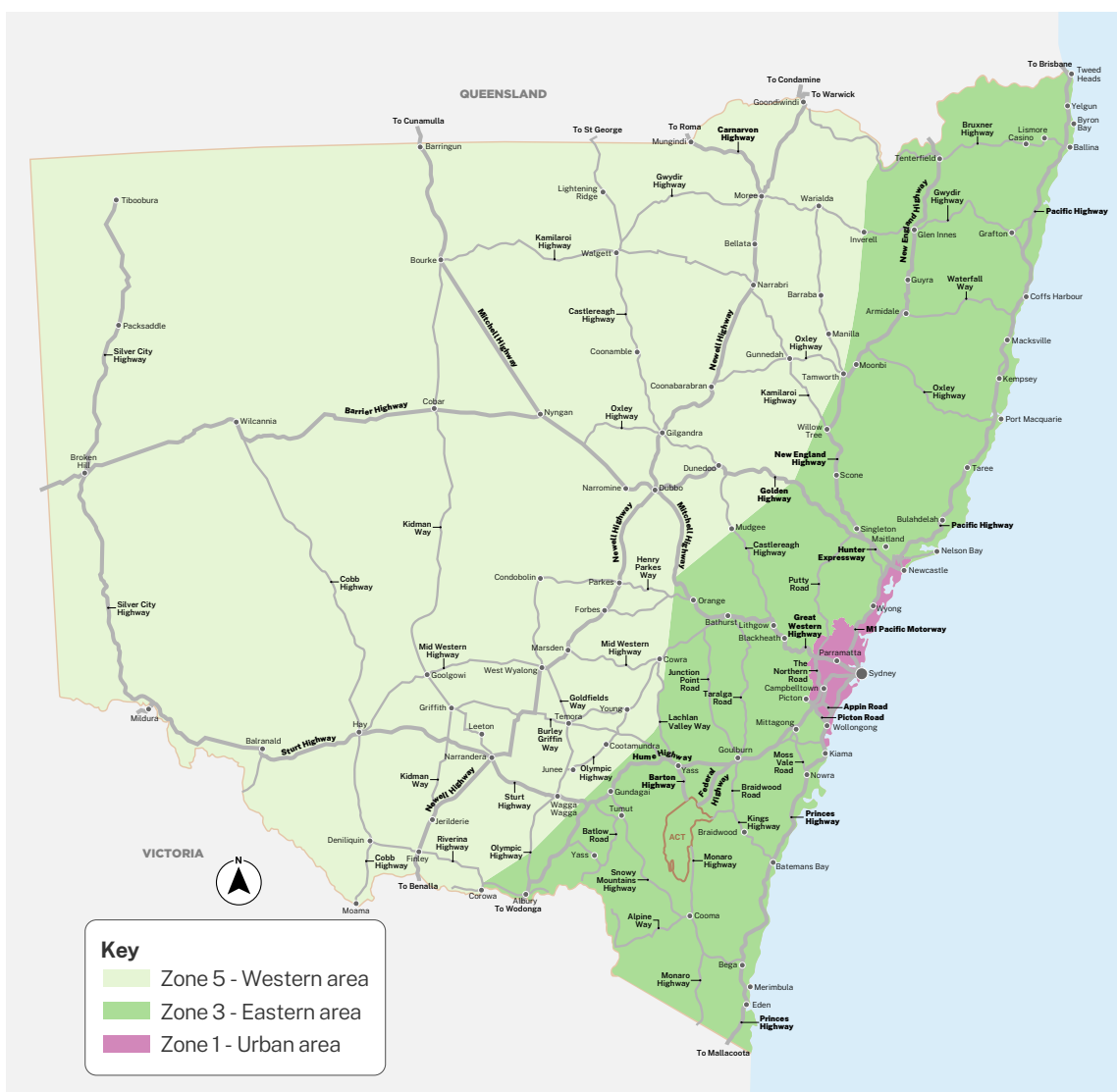


Appendix B: Proposed networks and access conditions for heavy vehicle classes



Appendix B: Proposed networks and access conditions for heavy vehicle classes

This Policy shifts from fixed length restrictions towards evaluating vehicle performance, specifications, and innovative design elements. Where guidelines such as the PBS Scheme – Network Classifications Guidelines traditionally impose maximum vehicle lengths, our approach integrates performance, mass, and design innovations. We aim to encourage vehicles that employ innovative axle spacings and other design features to enhance performance and safety outcomes.



Networks for PBS vehicles

PBS vehicles	Proposed network	Exceptions/Conditions	Access conditions in Zone 5 - Western area (*based on NHVR Agricultural Heavy Vehicle Zone Map)	Access conditions in Zone 3 - Eastern area (*based on NHVR Agricultural Heavy Vehicle Zone Map)	Access conditions in Zone 1 - Urban area (*based on NHVR Agricultural Heavy Vehicle Zone Map)
PBS Level 1 vehicles	Conditional area access by exception	<ul style="list-style-type: none"> RIM on GML / CML / QML1 Tier 1 TMA on HML / QML2 Tier 1 TMA on HML / GML / CML / QML1 / QML2 Tier 2 and 3 TMA when longer than 20m 	<ul style="list-style-type: none"> Conditional area access by exception 	<ul style="list-style-type: none"> Conditional area access by exception Advanced safety equipment required when longer than 20m Enrolled in TMA when longer than 20m 	<ul style="list-style-type: none"> Conditional area access by exception Advanced safety equipment required when longer than 20m Advanced pedestrian monitoring when longer than 20m Enrolled in TMA when longer than 20m
PBS Level 2 vehicles	26m B-double network by exception	<ul style="list-style-type: none"> RIM on GML / CML / QML1 Tier 1 up to 30m long TMA on HML / QML2 Tier 1 TMA on HML / GML / CML / QML1 / QML2 Tier 2 and 3 TMA when longer than 30m 	<ul style="list-style-type: none"> 26m B-double network by exception 	<ul style="list-style-type: none"> 26m B-double network by exception Advanced safety equipment when longer than 30m Enrolled in TMA when longer than 30m 	<ul style="list-style-type: none"> 26m B-double network by exception Advanced safety equipment when longer than 30m Advanced pedestrian monitoring when longer than 30m Enrolled in TMA when longer than 30m
PBS Level 3 vehicles	Type 1 A-double network by exception	<ul style="list-style-type: none"> RIM on GML / CML / QML1 Tier 1 up to 42m long TMA on HML / QML2 Tier 1 TMA on HML / GML / CML / QML1 / QML2 Tier 2 and 3 TMA when longer than 42m or when in the Urban Zone 	<ul style="list-style-type: none"> Type 1 A-double network 	<ul style="list-style-type: none"> Hume Highway; M1 / Pacific Highway; Hunter Expressway; New England south of Willow Tree and Kamilaroi Highway Advanced safety equipment Enrolled in TMA when longer than 42m 	<ul style="list-style-type: none"> Hume Motorway; M7; M2 west of Northconnex; Northconnex; M1; M5 west of Moorebank Avenue; M4 between Northern Road and Reservoir Road Advanced safety equipment Advanced pedestrian monitoring Enrolled in TMA at any length
PBS Level 4 vehicles	Type 2 Road train network	<ul style="list-style-type: none"> Must be enrolled in RIM for GML / CML or TMA / IAP for HML 	<ul style="list-style-type: none"> Type 2 Road train network 	<ul style="list-style-type: none"> No access 	<ul style="list-style-type: none"> No access

Supporting note:

PBS length is not to exceed 60 metres.

PBS vehicles will be permitted access to existing roads except when existing roads have constraints including:

- Level crossings
- Traffic signal timing
- Short stacking
- Unsuitable bridges
- Insufficient overtaking
- Or any other constraint that will not allow for safe access of these vehicles.

The construction of new roads should be built to accommodate 60 metre-long PBS vehicles irrespective of the targeted PBS performance level of the corridor.

Upgrades to existing roads should address any constraints to enable access for 60 metre-long PBS vehicles, as far as reasonably practicable.

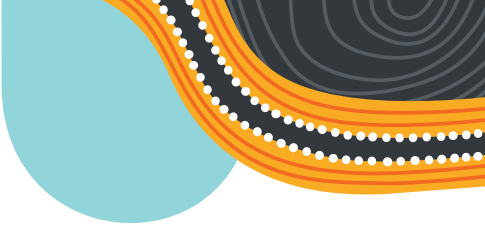
Note: Sensitive infrastructure and high-risk loads may require additional assurance such as TMA with Smart On Board Mass

These conditions are indicative and will be dependent on the specific vehicle and freight routes.

Transport for NSW permits wide single tyres exceeding masses permitted under the Mass, Dimension and Loading Regulation (MDL) in the Heavy Vehicle National Law (HVNL) on tri-axle groups fitted with tyres at least 385mm wide at up to 22.5 tonnes (HML) and on quad axle groups fitted with tyres at least 385mm wide at up to 27 tonnes (QML) when the vehicle is subject to a PBS vehicle approval. This does not apply to split axle groups. Vehicles are subject to all relevant HML and QML conditions and will require advanced safety technologies and minimum emission standards.

Networks for prescriptive heavy vehicles

Prescriptive vehicles	Proposed network	Exceptions/Conditions	Access conditions in Zone 5 - Western area (*based on NHVR Agricultural Heavy Vehicle Zone Map)	Access conditions in Zone 3 - Eastern area (*based on NHVR Agricultural Heavy Vehicle Zone Map)	Access conditions in Zone 1 - Urban area (*based on NHVR Agricultural Heavy Vehicle Zone Map)
19m semi-trailer Rigid trucks 19m general access B-double 19m truck-and-dog trailer Note: this will include 20m vehicles subject to HVNL changes	General access	<ul style="list-style-type: none"> Enrolled in RIM when operating at CML Enrolled in TMA / AP when operating at HML Over approved bridges only when operating at HML 	<ul style="list-style-type: none"> General access –no network upgrades required apart from bridge strengthening 	<ul style="list-style-type: none"> General access –no network upgrades required apart from bridge strengthening 	<ul style="list-style-type: none"> General access –no network upgrades required apart from bridge strengthening
26m B-double	26m B-double network + conditional general access in Western Zone	<ul style="list-style-type: none"> Must be enrolled in RIM for GML / CML or TMA / IAP for HML 	<ul style="list-style-type: none"> Conditional general access Over approved bridges only Across approved level crossings only Most direct safe and accessible route to destination from approved network on local roads, no through travel using local road network Some urban local roads may be restricted Must be enrolled in minimum RIM 	<ul style="list-style-type: none"> As per 26m B-double network map 	<ul style="list-style-type: none"> As per 26m B-double network map
Road Train type 1 (including A-double, AB-triple and B-triple)	Type 1 Road train network	<ul style="list-style-type: none"> Must be enrolled in RIM for GML / CML or TMA / IAP for HML 	<ul style="list-style-type: none"> Type 1 Road train network Access east of the Newell Highway available to and from intermodal terminals, grain terminals and saleyards (Type 1 A-double livestock vehicles must have tri-axle dolly not exceeding GML mass) 	<ul style="list-style-type: none"> No access 	<ul style="list-style-type: none"> No access
Road Train type 2 (53.5m A-triple)	Type 2 Road train network	<ul style="list-style-type: none"> Must be enrolled in RIM for GML / CML or TMA / IAP for HML 	<ul style="list-style-type: none"> Type 2 Road train network 	<ul style="list-style-type: none"> No access 	<ul style="list-style-type: none"> No access



Prescriptive vehicles	Proposed network	Exceptions/Conditions	Access conditions in Zone 5 - Western area (*based on NHVR Agricultural Heavy Vehicle Zone Map)	Access conditions in Zone 3 - Eastern area (*based on NHVR Agricultural Heavy Vehicle Zone Map)	Access conditions in Zone 1 - Urban area (*based on NHVR Agricultural Heavy Vehicle Zone Map)
Special purpose vehicles including cranes, concrete pumps and drill rigs	SPV network	<ul style="list-style-type: none"> All SPVs must be enrolled in RIM, IAP or TMA, and potentially type-approved mass monitoring schemes (when available), dependant on access requirements SPVs deemed high risk or travelling on sensitive assets may be subject to conditions that provide additional assurance Travel across approved bridges only Must use most direct safe and accessible route to and from destination when travelling on conditionally area approved local roads Must comply with signage and conspicuity marking requirements Some cranes may require additional crane specific pilot vehicles 	<ul style="list-style-type: none"> Conditional area approval 	<ul style="list-style-type: none"> Conditional area approval 	<ul style="list-style-type: none"> Conditional area approval
Oversize Overmass – Up to 30m long; 5m wide; 5m high and 115 tonne GCM	OSOM network	<ul style="list-style-type: none"> Must be enrolled in RIM or TMA Travel across approved bridges only Travel across approved level crossings only Must use most direct safe and accessible route to and from destination when travelling on conditionally area approved local roads Must comply with signage and conspicuity marking requirements Some vehicles may require pilot and / or escort vehicles 	<ul style="list-style-type: none"> Conditional area approval 	<ul style="list-style-type: none"> Conditional area approval 	<ul style="list-style-type: none"> Conditional area approval

Prescriptive vehicles	Proposed network	Exceptions/Conditions	Access conditions in Zone 5 - Western area (*based on NHVR Agricultural Heavy Vehicle Zone Map)	Access conditions in Zone 3 - Eastern area (*based on NHVR Agricultural Heavy Vehicle Zone Map)	Access conditions in Zone 1 - Urban area (*based on NHVR Agricultural Heavy Vehicle Zone Map)
Agricultural vehicles	Conditional general access by exception	<ul style="list-style-type: none"> • Must be enrolled in RIM - mobile phone-based application permitted when available • Travel across approved bridges only • Travel across approved level crossings only • Must use most direct safe and accessible route to and from destination when travelling on conditionally area approved local roads • Some vehicles may require pilot and / or escort vehicles 	• As per Agricultural vehicle network map	• As per Agricultural vehicle network map	• As per Agricultural vehicle network map

Note: Network requirements applicable to all prescriptive vehicle classes:

- Strengthen or replace unsuitable bridges
- Upgrade unsuitable level crossings
- Increase parking bay sizes and use of parallel parking bays in rest areas and availability of rest areas generally
- Consider improved overtaking opportunities –especially on single carriageway regional roads
- Improve decoupling opportunities

Note: Sensitive infrastructure and high-risk loads may require additional assurance such as TMA with Smart On Board Mass.

These conditions are indicative and will be dependent on the specific vehicle and freight routes.