



HEAVY VEHICLE NATIONAL LAW

NEW SOUTH WALES RESTRICTED ACCESS VEHICLE ENFORCEABLE NETWORKS SCHEDULE AMENDMENT (NOTICE) 2015 (No. 1)

Purpose

1. The purpose of this notice is to amend existing National and New South Wales (NSW) Notices so that they refer to a map(s) and/or list(s) rather than published lists of routes in the NSW Government Gazette.

Note – Previously, NSW Heavy Vehicle National Law Notices have referred to specific published lists of routes in the NSW Government Gazette. This notice provides an amendment for each relevant Notice, replacing references to these published lists with reference to a to a map(s) and/or list(s) on which the relevant routes may be found. All other conditions, exemptions and authorizations remain unchanged in each relevant notice.

Authorising Provision

2. This notice is made under section 117 and 138 of the *Heavy Vehicle National Law* (the HVNL) as in force in New South Wales.

Title

3. This notice may be cited as the *New South Wales Restricted Access Vehicle Enforceable Networks Schedule Amendment (Notice) 2015 (No. 1)*.

Commencement

4. This notice commences on 2 February 2015.

Expiry

5. Each Schedule in this notice expires when the Notice to which it applies expires or is revoked.

Definition

6. Unless otherwise stated, words or expressions used in this notice have the same meanings as in the HVNL or regulations made under the HVNL.
7. For each Schedule in this Notice, all corresponding special definitions set out in the corresponding National or State NHVL Notice are adopted for that Schedule.

Application

8. Each Schedule in this Notice applies to the vehicles subject of that Schedule and of the Notice set out in clause 1) of that Schedule.
9. This Notice applies in New South Wales.

Exemption

10. This Notice makes the exemptions set out in each Schedule of this Notice, and in the Notices set out in Clause 1 of each Schedule.

Conditions

11. For each Schedule in this Notice, the Conditions set out in the Notice indicated in Clause 1) of that Schedule apply.

Declaration

I, Sal Petrocchio, delegate of the National Heavy Vehicle Regulator exempt the heavy vehicles subject to the mass and dimension requirements set out in the relevant State and National Notices named in this Notice subject to compliance with the conditions therein, and to the National Law.

Dated: 29 January 2015



Sal Petrocchio
Chief Executive Officer
National Heavy Vehicle Regulator

SCHEDULE 1 - National Class 2 Heavy Vehicle 4.6m High and/or 25m Long Vehicle Carrier Authorisation (Notice) 2014

Revocation

1. This Schedule replaces Schedule 1 of the *National Class 2 Heavy Vehicle 4.6m High and/or 25m Long Vehicle Carrier Authorisation (Notice) 2014*.

Stated areas or routes

2. A Vehicle Carrier that is not more than 4.3m high may use the routes set out in the *National Class 2 Heavy Vehicle B-double Authorisation (Notice) 2014*.
3. A Vehicle Carrier that is more than 4.3m high but not more than 4.6m high may use the routes set out in the *National Class 2 Heavy Vehicle B-double Authorisation (Notice) 2014 (No. 1)* and in Appendix 1 to this Schedule.

Note: This means the route must be approved for use by both 4.6m high semitrailers and B-doubles.

Stated hours of stated days

4. Except as specified in clause 5, a Vehicle Carrier may use the stated routes at any time of day.
5. A Vehicle Carrier that is authorised to use the areas or routes in the *National Class 2 Heavy Vehicle B-double Authorisation (Notice) 2014* must do so in accordance with any restrictions on the hours and days of operation specified, if any, for each road in the conditions set out in the *National Class 2 Heavy Vehicle B-double Authorisation (Notice) 2014*.

Conditions

6. A Vehicle Carrier that is authorised to use the routes stated in both the *National Class 2 Heavy Vehicle B-double Authorisation (Notice) 2014* and in Appendix 1 to this Schedule must comply with the corresponding conditions about the operation of the heavy vehicle specified for each road in the condition column.

Appendix 1

Map and/or list of routes as specified under the heading “*Interactive Restricted Access Vehicle routes*”

www.rms.nsw.gov.au/rav-gml-networks

SCHEDULE 2 - National Class 3 Heavy Vehicle 4.6m High by Construction Semitrailer Dimension Exemption (Notice) 2014

Revocation

1. This Schedule replaces Schedule 1 of the *National Class 3 Heavy Vehicle 4.6m High by Construction Semitrailer Dimension Exemption (Notice) 2014*.

Stated areas or routes

2. A combination consisting of a prime mover and a 4.6m high semitrailer may use the routes as set out in Appendix 1 to this Schedule.
3. A B-double that includes a 4.6m high semitrailer may only use a route described in clause 2 if the route is also an approved B-double route as set out in the *National Class 2 Heavy Vehicle B-double Authorisation (Notice) 2014*.

Note: This means the route must be approved for use by both 4.6m high semitrailers and B-doubles.

4. A road train that includes a 4.6m high semitrailer may only use a route described in clause 2 if the route is also an approved road train route as set out in the *NSW Schedule of the National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014*.

Note: This means the route must be approved for use by both 4.6m high semitrailers and road trains.

Other conditions

5. A vehicle to which this Schedule applies must comply with the conditions specified for each area or route in the condition column of the routes stated in Appendix 1 to this Schedule.
6. A B-double that includes a 4.6m high semitrailer must comply with any relevant conditions set out in the *National Class 2 Heavy Vehicle B-double Authorisation (Notice) 2014*.
7. A road train that includes a 4-6m high semitrailer trailer must comply with any relevant conditions set out in the *National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014*.

Appendix 1

Map and/or list of routes as specified under the heading “*Interactive Restricted Access Vehicle routes*”

www.rms.nsw.gov.au/rav-gml-networks

SCHEDULE 3 - New South Wales and Queensland Class 3 Heavy Vehicle 4.6m High Loaded Semitrailer Dimension Exemption (Notice) 2014

Revocation

1. This Schedule replaces Schedule 1 of the *New South Wales and Queensland Class 3 Heavy Vehicle 4.6m High Loaded Semitrailer Dimension Exemption (Notice) 2014*.

Stated areas or routes

2. A combination consisting of a prime mover and a 4.6m high loaded semitrailer may use the routes set out in Appendix 1 to this Schedule.
3. A B-double that includes a 4.6m high loaded semitrailer may only use a route described in clause 2 of this schedule if the route is also approved in the *National Class 2 Heavy Vehicle B-double Authorisation (Notice) 2014*.

Note: This means the route must be approved for use by both 4.6m high semitrailers and B-doubles.

4. A road train that includes a 4.6m high loaded semitrailer may only use a route described in clause 2 if the route is also an approved road train route as set out in the NSW Schedule of the *National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014*.

Note: This means the route must be approved for use by both 4.6m high semitrailers and road trains.

Other conditions

5. A vehicle to which this Schedule applies must comply with the conditions specified for each area or route in the conditions set out in Appendix 1 to this Schedule.
6. A B-double that includes a 4.6m high loaded semitrailer must comply with any relevant conditions set out in the *National Class 2 Heavy Vehicle B-double Authorisation (Notice) 2014*.
7. A road train that includes a 4.6m high loaded semitrailer must comply with any relevant conditions set out in the *National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014*.
8. Freight containers must not be carried under this notice unless securely fastened to the carrying vehicle by twist locks. This condition applies whether the container is laden or unladen and whether certified for marine use or not.

Appendix 1

Map and/or list of routes as specified under the heading "*Interactive Restricted Access Vehicle routes*"

www.rms.nsw.gov.au/rav-gml-networks

SCHEDULE 4 - National Class 2 Heavy Vehicle 4.6m High Livestock Carrier Authorisation (Notice) 2014

Revocation

1. This Schedule replaces Schedule 1 of the *National Class 2 Heavy Vehicle 4.6m High Livestock Carrier Authorisation (Notice) 2014*.

Stated areas or routes

2. A Livestock Carrier that is a motor vehicle, or a combination consisting of a prime mover and semitrailer, may use the areas or routes set out in Appendix 1 to this Schedule.
3. A Livestock Carrier that is used in a B-double combination may only use a route described in clause 2 if the route is also an approved route in the *National Class 2 Heavy Vehicle B-double Authorisation (Notice) 2014*.

Note: This means the route must be approved for use by both 4.6m high vehicles and B-doubles.

4. A Livestock Carrier that is used in a road train combination may only use a route described in clause 2 if the route is also an approved road train route as set out in the NSW Schedule of the *National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014*.

Note: This means the route must be approved for use by both 4.6m high vehicles and road trains.

Stated hours of stated days

5. Except as specified in clauses 6 and 7, a Livestock Carrier may use the stated areas or routes at any time of the day.
6. A Livestock Carrier that is authorised to use the areas or routes in the *National Class 2 Heavy Vehicle B-double Authorisation (Notice) 2014* must do so in accordance with any restrictions on the hours and days of operation specified in this notice.
7. A Livestock Carrier that is authorised to use the areas or routes in the *National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014* must do so in accordance with any restrictions on the hours and days of operation specified in this notice.

Conditions

8. A Livestock Carrier must comply with the conditions specified for each area or route in the condition column in Appendix 1 to this Schedule.
9. A Livestock Carrier that is used in a B-double combination must comply with any relevant conditions set out in the *National Class 2 Heavy Vehicle B-double Authorisation (Notice) 2014*.
10. A Livestock Carrier that is used in a road train combination must comply with any relevant conditions set out in the *National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014*.

11. Livestock must not be carried in an upper deck of a multi-deck livestock carrier unless any lower deck of the livestock carrier is fully laden.

Appendix 1

Map and/or list of routes as specified under the heading "*Interactive Restricted Access Vehicle routes*"

www.rms.nsw.gov.au/rav-gml-networks

SCHEDULE 5 – 4.6 Metre High Vehicle Notice 2013 (NSW Transitional Notice)

Revocation

1. This Schedule replaces Appendix 1 of the *4.6m Metre High Vehicle Notice 2013 (NSW)*.

APPENDIX 1: APPROVED 4.6 METRE HIGH VEHICLE ROUTES

Map and/or list of routes as specified under the heading “*Interactive Restricted Access Vehicle routes*”

www.rms.nsw.gov.au/rav-gml-networks

SCHEDULE 6 - National Class 2 Heavy Vehicle B-Double Authorisation (Notice) 2014

Revocation

1. This Schedule replaces Schedule 1 of the *National Class 2 Heavy Vehicle B-Double Authorisation (Notice) 2014*.

Stated areas or routes

2. A B-double that is not longer than 19m may use all roads in NSW if the mass of the B-double is not more than—
 - (a) if operating under the general mass limits - 50t;
 - (b) if operating under the general mass limits and the steer axle mass exception limits - 50.5t;
 - (c) if operating under the concessional mass limits- 51.0t;
 - (d) if operating under concessional mass limits and steer axle mass exception limits- 51.5t.
3. A B-double that is not longer than 19m and exceeds the applicable limit in clause 2 may use—
 - (a) the routes set out in Appendix 1; and
 - (b) the routes set out in Appendix 1 to the NSW Schedule of the National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014.
4. A B-double that is longer than 19m but not longer than 23m may use —
 - (a) the routes set out in Appendix 1 to this Schedule; and
 - (b) the routes set out in Appendix 1 to the NSW Schedule of the National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014.
5. A B-double that is not longer than 26m may use—
 - (a) the routes set out in Appendix 1 to this Schedule; and
 - (b) the routes set out in Appendix 1 to the NSW Schedule of the National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014.

Stated hours of stated days

6. A B-double that is authorised to use the routes specified in clause 2 may use the stated areas or routes at any time of the day.
7. A B-double that is authorised to use the routes specified in a notice mentioned in clauses 3, 4 and 5 must do so in accordance with any restrictions on the hours and days of operation specified in Appendix 1 to this Schedule, or where applicable Appendix 1 to the NSW Schedule of the National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014.

Conditions

8. A B-double must comply with any conditions applicable to a route described in clauses 3, 4 and 5, as set out in Appendix 1 to this Schedule, or where applicable Appendix 1 to the NSW Schedule of the National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014.

Appendix 1

Map and/or list of routes as specified under the heading "*Interactive Restricted Access Vehicle routes*"

www.rms.nsw.gov.au/rav-gml-networks

SCHEDULE 7 - National Class 2 Heavy Vehicle Road Train Authorisation (Notice) 2014

Revocation

1. This Schedule replaces Schedule 1 of the National Class 2 Heavy Vehicle Road Train (Notice) 2014.

Stated areas or routes

2. A Type 1 road train may use the routes set out in Appendix 1 (a) to this Schedule.
3. A Modular B-triple may use the routes set out in Appendix 1 (b) to this Schedule.
4. A B-triple not longer than 36.5m may use the routes approved for B-triples operating at general mass limits on the B-triple and AB-triple map and list of additional routes set out in Appendix 1 (c) to this Schedule.
5. An AB-triple not longer than 36.5m may use the routes approved for AB-triples operating at general mass limits on the B-triple and AB-triple map and list of additional routes set out in Appendix 1 (d) to this Schedule.
6. A Type 2 road train that has not more than three trailers may use the routes set out in Appendix 1 (e) to this Schedule.

Conditions applicable to stated areas or routes

7. A road train that is authorised to use a route specified in clauses 2, 3, 4, 5 or 6 must comply with the conditions specified for that route as specified in the map and/or list of routes in Appendix 1 (a), (b), (c), (d) or (e) to this Schedule, that apply to the vehicle.
8. Where enrolment in the NSW Intelligent Access Program (IAP) is stated as a condition for a route as specified in the map and/or list of routes in Appendix 1 (a), (b), (c), (d) or (e) to this Schedule, the following additional conditions apply:

- (a) The hauling unit must be enrolled and be monitored in the IAP with Roads and Maritime Services in accordance with Chapter 7 of the Heavy Vehicle National Law and Schedule 5 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation
- (b) The Certificate of Enrolment issued by Roads and Maritime Services must be carried in the vehicle which indicates the vehicle is monitored under the relevant IAP Scheme.

Note: A Certificate of Enrolment is issued from Roads and Maritime Services when the vehicle is enrolled and monitored by the IAP in NSW.

- (c) The operator (or person acting on behalf of the operator, including the driver) of the vehicle and/or combination must meet the mass declaration requirements under the IAP by declaring:
 - i. The vehicle configuration; and
 - ii. The number of axles in the configuration; and
 - iii. The Total Combination Mass (TCM) of the vehicle configuration.

Note: 'Total Combination Mass (TCM)' is the total mass of the hauling unit, and any attached trailers plus any load onboard the vehicle combination.

- (d) The information contained in Clause 8(c)(i) – (iii) must be declared at each of the following times:
- i. At the start of the journey; and/or
 - ii. Whenever there is a change in vehicle configuration; and/or
 - iii. Whenever there is change in the TCM of the vehicle configuration; and/or
 - iv. Whenever prompted by the Self Declaration Input Device (SDID), if a SDID is available in the vehicle.
- (e) Mass declaration requirements under the IAP must be made using one of the following methods:
- i. Through the SDID in the vehicle that is certified by Transport Certification Australia (TCA) and linked to the IAP Service Provider; or
 - ii. Through an alternative method approved and certified by TCA.
- (f) Enrolment under the IAP does not transfer upon change of registered operator/ownership.

9. A road train operating in New South Wales must not exceed a speed of 90km/h or any lower speed limit specified for a route as specified in the map and/or list of routes in Appendix 1 (a), (b), (c), (d) or (e) to this Schedule, that applies to the vehicle.

Stated hours of stated days

10. A road train that is authorised to use the routes specified in clauses 2, 3, 4, 5 and 6 must do so in accordance with any restrictions on the hours and days of operation as specified in the map and/or list of routes in Appendix 1 (a), (b), (c), (d) or (e) to this Schedule, that applies to the vehicle.

Conditions about mass limits

11. Subject to clause 12, the mass of a road train must not exceed:
- (a) In the case of a Type 1 road train - 79.0t.
 - (b) In the case of a B-triple including a modular B-triple - 82.5t.
 - (c) In the case of an AB-triple - 102.5t.
 - (d) In the case of a Type 2 road train that has not more than three trailers - 115.5t.
12. The mass of a road train may exceed the limit specified in clause 11 by;
- (a) 2.0t if the road train is eligible for concessional mass limits; and/or
 - (b) 0.5t on the steer axle of the hauling unit or prime mover if eligible for the steer axle mass exception; or
 - (c) 0.5t on the steer axle of the hauling unit or prime mover if the steer axle has tyres with section widths of at least 295mm; or
 - (d) 0.7t on the steer axle of the hauling unit or prime mover if the steer axle has tyres with section widths of at least 375mm; and/or

- (e) 3.5t in the case of a Type 1 road train that has a distance between centrelines of the outermost axles of at least 26.5 metres and includes a tri-axle converter dolly that is fitted with a certified road friendly suspension system; or
- (f) 3.5t in the case of a Type 2 road train that includes one tri-axle converter dolly that is fitted with a certified road friendly suspension system; or
- (g) 7.0t in the case of a Type 2 road train that includes two tri-axle converter dollies fitted with certified road friendly suspension systems.

Additional conditions for B-triples (other than modular B-triples) and for AB-triples

13. B-triples or AB-triples must be monitored by the Intelligent Access Program (IAP) with Roads and Maritime Services in NSW and comply with the conditions listed below:

- (a) The hauling unit of a B-triple or AB-triple must be enrolled and be monitored in the IAP with Roads and Maritime Services in accordance with Chapter 7 of the Heavy Vehicle National Law and Schedule 5 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation
- (b) The Certificate of Enrolment issued by Roads and Maritime Services must be carried in the vehicle which indicates the vehicle is monitored under the following IAP schemes:
 - i. 'GML AB-triple' in the case of an AB-triple; and/or
 - ii. 'GML B-triple' in the case of a B-triple.

Note: A Certificate of Enrolment is issued from Roads and Maritime Services when the vehicle is enrolled and monitored by the IAP in NSW.

- (c) The operator (or person acting on behalf of the operator, including the driver) of the vehicle and/or combination must meet the mass declaration requirements under the IAP by declaring:
 - i. The vehicle configuration; and
 - ii. The number of axles in the configuration; and
 - iii. The Total Combination Mass (TCM) of the vehicle configuration.

Note: 'Total Combination Mass (TCM)' is the total mass of the hauling unit, and any attached trailers plus any load onboard the vehicle combination.

- (d) The information contained in Clause 13(c)(i) – (iii) must be declared at each of the following times:
 - i. At the start of the journey; and/or
 - ii. Whenever there is a change in vehicle configuration; and/or
 - iii. Whenever there is a change in the TCM of the vehicle configuration; and/or
 - iv. Whenever prompted by the Self Declaration Input Device (SDID), if a SDID is available in the vehicle.
- (e) Mass declaration requirements under the IAP must be made using one of the following methods:
 - i. Through the SDID in the vehicle that is certified by Transport Certification Australia (TCA) and linked to the IAP Service Provider; or
 - ii. Through an alternative method approved and certified by TCA.
- (f) Enrolment under the IAP does not transfer upon change of registered operator/ownership.

14. The operator of a B-triple or AB-triple must be a person who holds maintenance management accreditation for the vehicles.
15. The distance from the centreline of the kingpin of the first trailer of a B-triple or AB-triple to the rear of the combination must not be longer than 31.6m.
16. All axle groups of a B-triple or AB-triple, except the steer axle, must be fitted with a certified road friendly suspension system.
17. All axles of a B-triple or AB-triple, except the steer axle, must be fitted with dual tyres.
18. A prime mover used in a B-triple or AB-triple must have an anti-lock braking system complying with third edition ADR 64.
19. All semi-trailers, regardless of date of manufacture, used in a B-triple or AB-triple must have an anti-lock braking system complying with ADR 38 if the B-triple or AB-triple includes a road tank vehicle carrying dangerous goods.
20. A B-triple or AB-triple must have a minimum D-rating of 162kN for all kingpins, fifth wheel couplings, automatic pin couplings and a minimum D-rating of 186kN for a drawbar type coupling or drawbar eye, where applicable.
21. All trailers of a B-triple or AB-triple must, when travelling in a straight line on a level, track in the path of the hauling unit without shifting or swerving more than 100mm either side of the path of the hauling unit.
22. The minimum power required of a B-triple or AB-triple hauling unit must be capable, when operating at the manufacturer's nominated Gross Combination Mass (GCM), of:
 - (a) starting movement on a 10 per cent grade; and
 - (b) maintaining a constant speed of 70km/h on a 1 per cent grade.

Appendix 1

- (a) Map and/or list of routes as specified under the heading "GML Type 1 A-double road train routes" www.rms.nsw.gov.au/rav-gml-networks
- (b) Map and/or list of routes as specified under the heading "GML Modular B-triple routes" www.rms.nsw.gov.au/rav-gml-networks
- (c) Map and/or list of routes as specified under the heading "GML B-triple routes" www.rms.nsw.gov.au/rav-gml-networks
- (d) Map and/or list of routes as specified under the heading "GML AB-triple routes" www.rms.nsw.gov.au/rav-gml-networks
- (e) Map and/or list of routes as specified under the heading "GML Type 2 A-triple road train routes" www.rms.nsw.gov.au/rav-gml-networks